Newport Mercury.

THE OLDEST PAPER IN AMERICA. ESTABLISHED BY FRANKLIN 1758.

VOLUME CLX.—NO. 29 NEWPORT, R. I. DECEMBER 29, 1917 WHOLE NUMBER 8,890

The Mercury.

—PUBLISHED BY—

THE MERCURY PUBLISHING CO

JOHN P. SANBORN, A. H. SANBORN, } Editors.

Mercury Building,

182 THAMES STREET,

NEWPORT, R. I.

THE NEWPORT MERCURY was established in June, 1758, and is now in its one hundred and fifty-ninth year. It is the oldest newspaper in the Union and, with less than half a dozen exceptions, the oldest printed in the English language. It is a large quarto weekly of forty-eight columns filled with interesting reading—editorial, State, local and general news, well selected miscellany and valuable farmers' and household departments. Reaching so many households in this and other states, the limited space given to advertising is very valuable to business men.

TERMS: $2.00 a year in Advance. Single copies in wrappers, 4 cents. Extra copies can always be obtained at the office of publication and at the various news rooms in the city.

Specimen copies sent free, and special terms given advertisers by addressing the publishers.

Local Matters.

The MERCURY Almanac for 1918 will be ready for delivery next Tuesday, New Year's Day. As usual, the books will be distributed to local subscribers to the Mercury by the carrier boys as their New Year's Addresses. The Almanac this year will be complete and accurate as usual, and will be illustrated by many new views of Newport and vicinity.

Governor Beeckman Returns.

Governor and Mrs. R. Livingston Beeckman arrived back in the United States on Christmas afternoon, after having spent several weeks in Europe, during which time they visited the battlefronts of several of the allied armies. Their voyages were without undue excitement in either direction, the return trip being made on one of the largest of the British transports now in the service. They enjoyed their Christmas dinner at the city of their debarkation, and returned to Providence the next day.

Governor Beeckman finds that there is much work for the United States to accomplish if the war is to be won. He believes that all talk of the war coming to an end in six months is rubbish, and says that we must send several million men across the sea before we can hope for victory. In addition, arms, ammunition, aeroplanes, destroyers, food, and countless other supplies must be supplied in greatly increased numbers by the United States. He comes back to America to take his coat off and go to work to advance the cause of the Allied nations in the war.

The Governor hopes for a short session of the General Assembly this year, even less than the sixty days allowed by law, as he believes that there is more important work to be done.

Miss Ruth D. Gifford, daughter of Mr. and Mrs. Hugh N. Gifford of this city, was the winner recently of the first prize offered by a Providence business concern in an Essay contest among High School pupils. Several subjects were presented and Miss Gifford chose "School Sports." The young lady is a member of the Senior Middle class at Rogers High School and an enthusiast in all branches of athletics.

Mrs. C. Lorillard Spencer spent Christmas at her Newport residence, "Chastellux." She entertained a number of men from the Training Station at dinner on Christmas Day.

The engagement is announced of Miss Florence Maria Plummer, daughter of Mr. and Mrs. Charles S. Plummer, and Mr. George Eugene Crosby of Newton, Mass.

Some sugar has come in this week, and more is reported to be on the way. One of the local restaurants obtained 100 pounds a few days ago.

Mr. Marion McAllister Smith, a son of the late Colonel Howard Smith, has been visiting relatives in this city. He has recently returned from abroad.

Mr. Henry H. Y. Babcock of Bridgeport, Conn., spent Christmas with relatives in this city.

Power Shut Down Averted.

Newport had a very close call from losing all electric light and power this week, and only the quick response of the government to an appeal for aid saved the situation temporarily. A serious predicament was threatened, for not only does the Bay State Street Railway Company, through its illuminating department, supply the entire city with light and power, but it also supplies many of the government stations here. Under these circumstances a shut down would have meant a National calamity. On Wednesday, with only a few hours' supply of coal on hand and no more in sight in the near future, the Company announced that a shut-down must come at once, unless help was received. City officials and government officers got busy at once, with the result that the loan of 300 tons of soft coal from the Navy Department was tendered to the Company for fifteen days, and it is hoped that by that time some coal will be in sight to carry the plant along.

The illuminating department in this city is one of the best properties of all the Bay State system, and is essential to the welfare of the various government stations and industries in this vicinity. Although this was originally the power plant of the old Newport Street Railway, it was entirely rebuilt after the Newport & Fall River Street Railway bought out the original road. It was one of the first stations in the country to be equipped with the new style turbine generators, and the equipment is a powerful one for a small community. In addition to the local service for light and power, it supplies power to the Newport & Fall River division, with the aid of a boosting station at Portsmouth, and also to the Newport & Providence Railway. Mr. Edward P. Gosling, a Newport boy, has been in charge of the plant for many years.

Christmas Day.

Christmas Day in Newport passed off quietly, the weather being scarcely seasonable, being mild and damp. A few weeks before we had had a spell of regular Christmas weather, with considerable snow, but this disappeared before Christmas Day arrived. In spite of the high cost of living, and the uncertainty of the country, there was a general celebration of the day, but in many cases the usual turkey, costing this year 55 cents a pound, gave place to meats of lower cost. A large number of Christmas trees were disposed of by dealers, the local stocks all being closed out.

The usual ceremonies by Washington Commandery, No. 4, K. T., were held in the Masonic Temple at noon, under the direction of Donald E. Spears, Eminent Commander. At the conclusion of the regular programme the Eminent Commander was presented with a handsome jewel by a number of the ladies of Aquidneck Chapter, Order of the Eastern Star, of which he is a Past Patron.

At the Naval Training Station there was a Christmas celebration for the families of the men on duty there, which was largely attended, and proved to be a delightful occasion. At all the government stations here, the holiday was enjoyed as far as possible, only necessary work being done, and a special dinner being served at noon.

The local coal situation has been relieved a little by the arrival of a few tons within the past week. There is still a great shortage of soft coal, however, and unless a liberal supply can be obtained in the near future, the street cars will have to be stopped entirely. Already there has been a curtailment of service on some parts of the Bay State system, and the local cars are running on the amount of coal remaining on hand. All heat in the local cars has been discontinued.

Rufus Frank Peckham, representative from the town of Little Compton in the General Assembly, died at his home in that town on Sunday after a short illness. He was well known throughout the County, and had many friends. He was born in Little Compton in 1848, and his entire life had been spent in the town. He was engaged in farming and also carried on a grain business in partnership with his brother, William A. Peckham.

Captain Edwin H. Campbell has relieved Commander Rufus Z. Johnston in command of the Naval Training Station. Commander Johnston will be assigned to sea duty.

Mr. and Mrs. J. Alton Barker spent Christmas in Joliet, Ill., as the guests of their daughter, Mrs. Irving E. Schutts. They will soon go to Florida to spend the winter.

The Community Christmas tree will not be lighted again until New Years night, when the lights will make their final appearance.

Mr. John H. Greene, Jr., of Washington, spent Christmas with relatives in Newport.

City Officers to be Elected.

There is considerable activity among the present holders of city offices, and those who aspire to their places, in anticipation of the meeting of the representative council on Monday, January 7th. The city inauguration comes as late this year as it ever can come, as the new year begins on Tuesday, and the date set for the inauguration by law is the first Monday in the month. However, this delay gives a better opportunity for municipal accounting by the various departments, as the books all close on the 28th of December, and it sometimes requires considerable hustling to get the reports ready for the first meeting of the council.

The election of various city officers will probably take place in the evening, in order to give every member a chance to be present. There is never any doubt about a quorum, as this is the one meeting of the year that practically every member of the council attends. It is understood that some of the present officers will ask for an increase of salary, which will have to be acted upon at the afternoon session.

The more important offices to be filled, with the names of the present incumbents, and the salaries are as follows:—

City Clerk—F. N. Fullerton, $2500.
City Treasurer—John M. Taylor, $2000.
City Solicitor—Jeremiah A. Sullivan, $1500.
Street Commissioner—John F. Sullivan, $1500.
Judge of Probate—Mortimer A. Sullivan, $1000.
Probate Clerk—Duncan A. Hazard, $1500.
Collector of Taxes—Edward W. Higbee, $1800.
City Engineer—Roland J. Easton, $1000.
Inspector of Buildings—Mortimer D. Sullivan, $1200.
Assessor of Taxes—Robert S. Gash, $600.
City Physician—Francis A. Keenan, $1500.
City Sergeant—William E. Mumford, $600.
Inspector of Plumbing—Joseph P. Carney, $1200.
Inspector of Nuisances—George M. Battene, $900.
Harbor Master—Thomas Shea, $600.
Member of License Commission—John Mahan, $200.
Superintendent of City Cemeteries—Robert Cooper, Jr., $600.
City Auditors—John T. Delano, Abner L. Slocum, $200 each.
Member of Returning Board—George B. Austin, $50.
Member of Board of Health—Frank M. Greenlaw.
Sealer of Weights and Measures—John J. Connell, $500.
Dog Constable—George C. Hallock.
Commissioner of Newport School Fund—Jeremiah W. Horton.

A Drop in Temperature.

The cold spell of Thursday, the coldest of the winter, again caused a brisk demand on the local coal dealers for a temporary supply by many householders. Although the temperature did not quite get down to the zero mark in Newport, it was altogether too close for comfort, about eight degrees above being an average reading, while in some exposed places some thermometers showed a temperature down to only three above zero. Although cold, there was little wind, and the cold was not as penetrating as on some previous occasions. There is good ice on the ponds, but owing to low water, no ice cutting can be done at present by the larger companies.

Board of Aldermen.

At the weekly meeting of the board of aldermen on Thursday evening, it was decided that all applications for dance licenses must go before the board for action, instead of being issued from the City Clerk's office as heretofore. This action was taken at the suggestion of the Chief of Police, in order that better supervision and more detailed advance information might be obtained.

Aside from this, the business transacted was largely of a routine nature, a number of bills being approved to close up the books for the year.

Miss Isabella Thompson, daughter of Mr. and Mrs. John Thompson, was united in marriage Wednesday evening to Mr. Cowan Everett Jones, Chief Pharmacist's Mate, U. S. N., the ceremony being performed by Rev. W. I. Ward at the parsonage of the First Methodist Episcopal church. Miss Evelyn Watson was the bridesmaid and Mr. William B. Thompson, brother of the bride, was the best man. Mr. and Mrs. Jones will reside for a time in Charleston, S. C., where the groom is on duty.

The Newport War Camp Community Committee has adopted a resolution which has been transmitted to President Wilson by wire, asking him to direct that no intoxicating liquors be sold in Newport.

According to reports from the hospital in Boston, Mr. Grinnell is now expected to recover. He has had moments of consciousness and the attending physicians are more hopeful.

RECENT DEATHS.

William G. Turner.

Mr. William G. Turner, the sculptor of the monument to Oliver Hazard Perry, died at his home on Touro and School streets last Sunday afternoon, after a considerable illness. He was in his eighty-fifth year.

Mr. Turner was a descendant in direct line from several of the Colonial Governors of Rhode Island, and from others prominent in affairs of the Colony. He was a son of James Varnum and Catherine (Ray) Turner, and a brother of the late Dr. Henry E. Turner, who died a number of years ago.

Although from his youth he had expressed a strong desire to study art, he was induced to take up dentistry as a young man, and was graduated from the Baltimore Dental College, beginning the practice of his profession in New York. When the Civil War broke out he was among the first to offer his services, being enrolled as third sergeant in Company K., Second Rhode Island Volunteers, and participating in the first Battle of Bull Run, where he was wounded in the leg. He was promoted to lieutenant and later to captain, serving until the battle of Chancellorsville in 1863. There he was severely wounded and left on the field, but recovered and returned to his home.

After the war, Mr. Turner went to Florence, Italy, to study art, and there he remained for more than 30 years, returning to his old home here in 1901. He had produced some notable sculptures, which had won for him a wide reputation in his chosen field. When patriotic citizens of Newport raised funds for the erection of a monument to Commodore Oliver Hazard Perry on Washington Square, Mr. Turner was selected as the sculptor, and it was universally admitted that the choice was an excellent one. This statue is well known to Newporters, as well as to thousands of visitors from all over the world.

Mr. Turner made his home with his niece, Miss Annie P. Turner, in this city. He is survived by a sister, Mrs. Francis Lawton of New York, the last surviver of the family, who is now in her ninety-fifth year. Two nephews also survive, Mr. Francis Lawton of New York and Mr. Thomas G. S. Turner of Providence.

Funeral services were held on Wednesday afternoon and were attended by members of Lawton-Warren Post, G. A. R., of which Mr. Turner was a member.

Joseph S. Anthony.

Mr. Joseph S. Anthony, one of the best known citizens of Middletown, died at his home in that town on Thursday after a short illness. He was taken ill Christmas night, after having spent the day with friends in Newport, and failed to rally from the attack. He was in his eighty-fifth year.

Mr. Anthony had long been prominent in the town, being a man of pleasing personality and staunch integrity. He was a member of the Society of Friends and attended services regularly in the Friends' Meeting House in Newport. He formerly operated a large windmill which was destroyed by fire some time ago.

He is survived by two brothers, Mr. James Anthony of Middletown, high sheriff of Newport County, and Mr. Elijah Anthony of Jamestown. A daughter, Mrs. Thomas J. Sweet of Portsmouth, also survives.

Captain Patrick Harrington.

Captain Patrick Harrington, who died on Thursday afternoon after a short illness, was one of Newport's well known boatmen of a former generation. Although born in County Cork, Ireland, the greater part of his life had been spent in Newport. When about 14 years of age, he came to Newport to work in the Perry Mill. He early chose a life in the open, however, and for a time followed the deep sea, being engaged in the West India trade. After a time, he decided to remain in Newport and was for many years one of the well known catboat skippers sailing from Bannister's wharf, one of the men who made Newport harbor famous all over the world for its small boats.

Captain Harrington made his home with his son, Lobster Commissioner James Harrington. He leaves two other sons, Michael Harrington and Daniel Harrington, and two daughters, Mrs. Thomas Preece and Miss Margaret Harrington.

The high cost of living continues to advance. The price for polishing shoes in Newport has been doubled—from five to ten cents.

The Newport Artillery Company will give another dance in the Armory next Wednesday evening.

Mr. Robert W. Brown, fireman at the Training Station, is visiting his parents in Woodbury, Ga.

C. L. Grinnell Injured.

Mr. C. Leroy Grinnell of this city, the local agent for the Studebaker automobiles, was seriously injured near Boston last Monday evening while bringing a new machine back to Newport. He was taken to a private room in the Massachusetts General Hospital in an unconscious condition and his wife was at once notified of the accident.

The accident occurred in the city of Milton, and was due to skidding over a slippery surface of snow and ice. Mr. Grinnell was not driving the car, but according to report reached for the wheel to endeavor to control it just as the car struck an embankment and upset. All the occupants were thrown out but, with the exception of Mr. Grinnell, escaped with bruises and minor injuries. He was pinned under the car, which had to be moved before he could be extricated. He was unconscious for several days.

Mr. Grinnell is the organist of St. George's church, and as the news of his accident had not reached the church at the time of the special Christmas services, his unaccountable absence was the cause for much wonder among the congregation.

Newporters at Fort Greble.

Newport's new soldiers at Fort Greble are beginning to break into army life. They find it very different from what they have enjoyed at home, especially the hard manual work that is assigned them for the purpose of hardening their muscles. The meals are not so elaborate nor so varied as what most of them have been accustomed to. Fifty per cent. of the men were allowed leave over Christmas, and being near home they were able to return. The others will have a similar leave over the New Year.

Six of the men from Newport have been discharged after a re-examination by the army surgeons for various physical defects that were overlooked in the first examination. To take their places five alternates have been designated—John W. Legasse, Frank Fortin, Milton Armstrong, John Booth and Lawrence Papas. The local exemption board is now preparing a list of names to complete the quota, as Newport is still short of its required number of men, owing to failure to respond on the part of some. These cases will be treated individually.

ELECTION OF OFFICERS.

Weenat Shassitt Tribe, No. 6, Improved Order of Red Men.

Sachem—John J. Dawley.
Senior Sagamore—Chester Staats.
Junior Sagamore—Henry Gilman.
Collector of Wampum—Benjamin Lawton.
Keeper of Wampum—Robert H. McIntosh.
Chief of Records—Louis H. Scott.
Prophet—Frank O. Pinkham.

Aquidneck Encampment, No. 5, I. O. O. F.

Chief Patriarch—Charles S. Crandall.
High Priest—Robert F. Stoddard.
Senior Warden—Ernest D. Durfee.
Recording Scribe—George R. Frye.
Treasurer—Seddie E. Williams.
Financial Scribe—Eben Raynor, P. C. P.
Junior Warden—Orville D. Curtis.
Trustees—Charles F. Wetherell, P. C. P.; Samuel Speers, P. C. P.; Alien C. Griffith, P. G. P.

A feature of the Christmas Day observance by Washington Commandery was the presence of the parents of the Eminent Commander, Mr. and Mrs. Charles Spears of Dorchester, Mass., who spent the holidays in Newport as guests of Mr. and Mrs. Robert G. Biesel.

The State fuel administrator has increased the price that local dealers may charge for coal in Newport from $10 to $10.75. Inasmuch as there is practically no coal on hand in the yards, the increase makes little difference to the dealers.

St. Andrews Society will observe the anniversary of the birth of Robert Burns next month, although less elaborately than has been the custom for a number of years past. The affair will be held in Builders & Merchants' Hall.

There was a slight fire in the residence of Samuel Meierovitz on Van-Zandt Avenue Thursday afternoon, which was the cause of an alarm from box 212. The damage was slight and the recall was quickly sounded.

The Christmas tree and entertainment at the Children's Home was held on Wednesday afternoon, when carols were sung and a Mother Goose play was produced.

The Newport Artillery Company will give a baked bean and chowder supper at the Armory next Friday evening, January 4th, from 6 to 8 o'clock.

MIDDLETOWN

[From our Regular Correspondent.]

The public schools of the town closed on Friday last for the Christmas vacation. They will re-open on Wednesday, January 2d. A Christmas program was generally observed, that at the new building, the Berkeley School, having been designated as "Parents' Day Exercises." These were in charge of Miss Norah K. Shea, the principal, assisted by the Misses Laura A. Martins and Mary Mulligan of the fourth and fifth grade rooms. An excellent program was well carried out. The children showed marked evidence of the special training they are receiving in singing through the instruction of Miss Marguerite Ferrin of Newport. At the conclusion of the program the parents were invited to inspect written work on the desks and to look over the building, which they did with much interest. The building is greatly in need of bookcases and closet room. It is expected that the flag-staff will be put in position this week.

A gathering which completely filled the auditorium at the Berkeley Parish House assembled on Saturday evening for the annual Christmas festival. A short devotional service, with carols and Christmas hymns, was conducted by the rector, Rev. I. Harding Hughes, the church organist, Mr. Edward P. Lake of Newport presiding at the piano, assisted by his daughter, Miss Elsa P. Lake, on the violin.

The lighting of a large, handsomely decorated tree was followed by the appearance of Santa Claus, J. E. Kline, who distributed souvenirs and bon bons, his annual gift, followed by the presentation to the Sunday School of Christmas gifts. Ice cream, cake and candy were then served. The selection of the gifts and the care of the refreshments was conducted by Mrs. Robert Patterson, a former president of St. Columba's Guild, who, although now residing in Newport, retains her interest in the Chapel.

On Sunday evening Rev. Mr. Hughes gave an informal illustrated lecture entitled "Memories of Bethlehem."

The services at the Chapel on Christmas morning comprised a sermon upon "Christmas and the War," and a celebration of Holy Communion. The offering was for the Syrian and Armenian Relief. The collection last Sunday from the Sunday School for this same object was $12.

Rev. Mr. Hughes left after Christmas for his home in North Carolina, where he will spend the holidays. The Chapel will be supplied on next Sunday by Mr. Arthur T. Roberts, a master at St. George's School.

Christmas tree exercises were held Monday, Christmas Eve, at the Methodist Episcopal Church, in charge of Mr. Fred P. Webber, superintendent of the Sunday School, Mrs. Webber having been in charge of the program which was presented by the children in recitations, songs and exercises. Although Santa Claus does not always appear every season personally, at this church, he arrived this year. "By aeroplane," he said, "and en route for Portsmouth," the part having been well taken by Mr. E. Robert Grinnell. A large number of gifts were distributed from a tall tree electrically lighted and surmounted by a large white star. It was voted by the Sunday School that the usual $35 spent for candy and presents should be sent to the Syrian and Armenian Relief. The collection taken Christmas Eve, amounting to $22.30, will also be added.

The pastor, Rev. George W. Manning, and family, were generously remembered with a purse of money by the church and by the usual bountiful "turkey and all the fixings," and a half-crate of oranges from Fred B. Coggeshall of Newport.

Rev. Dr. E. C. Bass will preach on next Sunday afternoon.

A service of Holy Communion was held at 9 a. m. Christmas Day at the Church of the Holy Cross, Rev. Everett P. Smith officiating. The Christmas tree festival of St. Mary's and Holy Cross churches was held Friday of this week at Holy Cross Guild House, following a religious service at 2.30 at the near-by church.

Mrs. John Nicholson, the vice president, entertained on Thursday the members of the Women's Home Missionary Society at their regular meeting.

The Paradise Club resumed its weekly meetings on Wednesday, with Mrs. Howard G. Peckham. Through interest in a recent article in the MERCURY regarding Red Cross materials, this Club is to collect old kid gloves and bits of fur which are to be sent the Society to be made up into linings for jackets for the soldiers and aviators. While the president, Mrs. John Nicholson, conducted a program upon "The Story of the Hudson," the members worked upon surgical dressings. The hostess read portions of two letters from her people in Scotland regarding the shortage of food there. The meeting next week, "a New Year's Social," will be at the home of Mrs. Harry E. Peckham, Paradise Avenue.

Mr. Alfred Carr, the Green End Avenue blacksmith at Paradise Avenue corner, is confined at home by a bad wound on the back of his leg, caused by a kicking horse.

Mr. William Butler, who was home in September from the West, has now returned to stay, having given up his business in California.

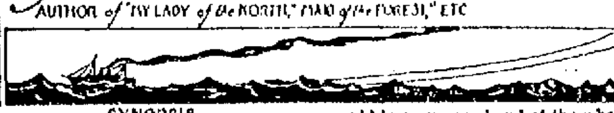
"CONTRABAND"

A Romance of the North Atlantic

By RANDALL PARRISH

AUTHOR of "MY LADY of the NORTH," "MAID of the FOREST," ETC

COPYRIGHT A.C. McCLURG & CO



SYNOPSIS.

CHAPTER I—Robert Hollis, one-time sea captain, who tells the story, is a guest on Gerald Carrington's yacht, Esmeralda. It is supposed to be a "stag" party and Hollis is surprised on discovering a woman, who evidently wishes to remain unknown, aboard.

CHAPTER II—Hollis, the next night, succeeds in having an interview with the woman. She merely tells him her name is Vera.

CHAPTER III—Carrington tells his guests of the coming war, and that he is engineering a copper pool.

CHAPTER IV—The yacht is sunk in a collision and Hollis saves McCann, millionaire, and one of the party.

CHAPTER V—Hollis and McCann rescue Vera and leave the ship in a small boat.

CHAPTER VI—Hollis and Vera become friendly, though he is unaware of her identity.

CHAPTER VII—McCann refuses to submit to Hollis' authority, and the latter enforces it.

CHAPTER VIII—The castaways are sighted by a ship, the Indian Chief, which takes them aboard.

CHAPTER IX—The Indian Chief has recently been struck by lightning and is almost a wreck. All the officers are dead. Hollis meets the owner, who tells him the vessel has a cargo of ammunition, consigned to the German government.

CHAPTER X—Hollis consents to take charge of ship and continue voyage. Vera recognizes an old friend in Robert Bascom, owner of the Indian Chief. Bascom and McCann are deadly enemies.

CHAPTER XI—Dissatisfaction among the crew quickly develops, and Hollis selects his officers.

CHAPTER XII—McCann wants to return to New York, and tries to corrupt crew.

CHAPTER XIII—Hollis finds himself forced to confine McCann to a cabin.

CHAPTER XIV—Vera and Hollis agree that for Bascom's sake the ship must be taken to its destination. Hollis learns that Vera is Gerald Carrington's daughter.

CHAPTER XV—The crew, realizing danger of capture by allied warships, evince disinclination to continue voyage.

CHAPTER XVI—Leaders of the crew disarm Hollis and make him a prisoner.

CHAPTER XVII—In a fight with the mutineers Hollis is badly hurt. On recovering consciousness he realizes that he must submit, though, being the only navigator on board, he is in position to make terms with McCann. He is made a prisoner.

CHAPTER XVIII—Vera pretends to agree to McCann's plans, to Hollis' wonder.

CHAPTER XIX—Hollis escapes from confinement and reaches the deck to find the Indian Chief has been stopped by a French warship.

CHAPTER XX—McCann succeeds in deceiving commander of warship, which goes on its way. Hollis is recaptured.

CHAPTER XXI—Vera and Hollis reach understanding by which they will outwit McCann.

CHAPTER XXII — Vera acknowledges her love for Hollis. McCann, Hollis, "Liverpool Red," and the leaders of the mutiny have a conference.

CHAPTER XXIII—Hollis realizes that McCann and his followers are preparing to abandon the ship.

CHAPTER XXIV—Vera releases Hollis and he frees the men loyal to him, who had been confined by McCann.

CHAPTER XXV.

We Capture the Ship.

They were in no way gentle about it, yet the work was noiselessly done, and with sailorlike thoroughness. Dugan undertook to curse, but was so instantly gagged that only the first muffled word reached me in the passage. Masters held the lantern, while the two mates refastened the door, driving home the nails with the iron bar. The moment this was secure I was ready for the next act.

"Give the lantern to Olson, Masters. You've got to look after the engine-room, and leave us to attend the deck job. There'll be those sea-cocks to see to first, and then keep enough fire under the boilers for steerageway. Down with you, and don't pay any attention to whatever we do."

Heavy as he was he went down the iron rungs of the ladder like a fireman answering a call, and the three of us who were left behind in the passage, stared into each others' faces, barely visible in the dim radius of light.

"What next, sir?" asked Leayord anxiously. "There's only three of us now, an' forty-three o' them."

"One less—you're counting Dade, and he's safe enough. The boy Moon is of no account, and I imagine there are twenty men out in those boats who have no heart in this business. They'd be with us now if they had any chance—isn't that so, Olson?"

"Yas, sir—but they won't likely git no chance."

"True enough; yet it is something to knew that McCann and his gang cannot count on them either, if it comes to a fight. As things stand it is all a matter of luck and nerve. There are only six in the boat hanging to the foot of the ladder, with McCann left alone on deck. We ought to be able to handle that bunch."

Leayord dug the iron bar he held into the deck planks savagely.

"What did yer tell Masters to only keep up enough steam for steerageway for, sir?" he asked bluntly.

"I was afraid they might notice, if he fired up."

"'Tain't likely, so the funnels don't git ter blazin'. The only fellers with eny brains are in thet boat close in alongside, sir, an' they can't see nuthin' from ther. Them common fo'castle rats in them other boats never would notice a bit more smoke."

"What is it, Leayord? You have a plan? Speak quick, man; we can't stand talking here."

"'Tain't not much o' a plan, sir," he explained briefly, "only I don't see why we couldn't just naturally heave this cuss McCann overboard, or else kill him just as you please. But two of us [illegible] if Miss [illegible] had his fellers let up, an' [illegible] cared us. They would leave us one hand at the wheel."

It was true, the very simplicity of it making me curse my own stupidity. I stared into his face without uttering a word of comment, yet with my mind grasping instantly the necessary details. With a single step I was bending over the ladder peering down into the depths below. A faint far-away light appeared at the bottom.

"Masters!" I called, my voice thrown downward through hollowed hands.

I saw his shadow emerge into the circle of light.

"Aye, aye, sir."

"Have you any pressure now?"

"Fairly good, sir. The water's drawing off and the wet coal will steam up in a jiffy."

"Well, stand by for all the steam possible, and give it to her the instant you get the signal—only be careful not to flame your funnels. You hear me?"

"Every word, sir."

"All right; stand by, and don't fail us."

"Now, lads," I said, standing erect. "First it's the after cabin, and then the deck. Douse the glim, Olson; we're better off in the dark. Follow me, and mind your footing."

The gloom was no handicap in that narrow space where we could feel either wall with our fingers, but I emerged into the cabin with caution, fearing the possible presence there of McCann, who might even have brought a man, or two, back on board to assist him. The hanging lamp had been extinguished, or else it had burnt out from lack of oil, but there was a faint glimmer of light in Miss Carrington's stateroom, enabling me to discover at a glance that the main cabin was unoccupied. Her door stood wide open, but with no signs of confusion within.

What had happened? There was nothing to tell me the truth. Had McCann succeeded in inducing her to accompany him on deck? Had he taken her there by force? or, had the girl finally yielded to his insistence, after exhausting every form of delay, her last faith in my return having vanished? Nothing remained but to follow them, and find out what had occurred, and, if not already too late, attempt a rescue.

"There's no one here," I said in a whisper. "We'll try the deck; quiet both of you."

We reached the head of the stairs on our hands and knees. I had my revolver gripped in my fingers, Leayord his iron bar, while Olson had found a hatchet somewhere in the darkness. The companion door was but half closed, and I squeezed my body through the opening, assured no one occupied that immediate portion of deck. The other two followed noiselessly, and we huddled close together in the black shadow of the cabin. So still it was I could hear their breathing, and my eyes, trained by long service in the darkness below, were able to distinguish objects forward beyond the mainmast. There was nothing living visible; to all appearances the ship was totally deserted; the last stragglers had taken to the boats. Olson, who lay next me on the deck jerked my sleeve, his uplifted hand pointing toward the starboard rail amidships.

"There's two of 'em," he whispered.

My eyes caught the indistinct outlines, unable for the instant to make them appear human. Indeed I was still in doubt when McCann's voice, with the old hateful sound in it, called into the darkness:

"Below there; are you still fast?"

"Aye, fast enough, an' blamed tired o' holdin' on," grumbled someone below testily. "Why don't yer come along down?"

"In a minute. Is everyone in the boats?"

"I don't know nuthin' 'bout the steward; nobody ain't seen him yet, 'less he got in somewhar else; nor Tom Dugan. Tony sez he's in the cabin."

"Well, he isn't; I just come up from there. We won't wait for the blame fool. You flooded the engineroom, Tony?"

"Sure I did, with both cocks wide open; there's five feet o' water in her by now."

"Good; then it's time we're off. Send a hand up here to help me, Liverpool—the girl won't go along."

The men below laughed at his trouble.

"Can't yer handle that little bit o' a thing, mister?" sang out a new voice, "without the help o' a sailor man?"

"Stow it, Joe Sachs," roared Red, and there was the dull thud of a fist blow. "Now up yer go to give the lady a lift, me lad. Jump er I'll take the tiller ter yer next."

Sachs must have started his upward climb, for McCann drew back from the rail, and, as he did so, the girl broke free from his grasp. The man, however, although apparently taken by surprise, was quick enough to get between her and the companion. She only escaped the grip of his hand by shrinking back against the rail. I was already on my feet, and, as McCann wheeled about, we fronted each other. I gave him no time even to utter a cry of alarm, my only thought being to rid the deck of such scum. Before he could move to escape, or even throw up a hand in self-defense, I had him by the throat, my other hand twisted in his waistband. He was a man nearly, if not quite my own weight, yet, at that moment, mine was the strength of a giant, and with one mighty effort I lifted him clear off the deck, as helpless in my grip as if he had been a child, and, with one desperate heave, swung him out over the rail, and let go. I staggered back, weakened for an instant by my own violence; I heard [illegible] the sound muffled in his

As He Did So, the Girl Broke Free From His Grasp.

throat as he fell! Vera gave utterance to a sob, and the whirling body struck the black water below with a splash plainly audible. Still gasping for breath, I leaned out and looked down. The only light was a lantern held up in the hands of a man in the boat at the foot of the ladder. I could see his face, and the dim figures of three or four others; beyond that narrow radius all was black. I could not even perceive Sachs, half way up the ship's side, yet I knew he was there, clinging tight, because of the tautness of the rope strands. There was no need to conceal the facts longer; we must fight in the open now.

"Leayord, come here," I ordered. "And you, Olson, take the wheel, and ring the engineroom for full speed ahead. Jump into it lads." I sent my voice below, stern with threat.

"Get down that ladder, Sachs, just as quick as God will let you. Let go, you man with the lantern, or we'll swamp you alongside. Do you hear the steam, Liverpool? It's full steam ahead, you fool!"

It was Red's voice which replied:

"Is that you, captain? What happened? Who went overboard?"

"McCann; he's astern of you, and you better pick him up as you go. Move quick! You haven't a second to lose. Man, you'll be sucked under, if you don't let go!"

They were seamen enough to realize the imminent danger of their position. Liverpool and White both called out, and the others, grasping their oars, backed water furiously. I saw Sachs tumble back into the boat, and a face or two staring upward. Voices roared at us, the fellows cursing lustily; then the darkness seemed to swallow them completely, and I knew from the tremor of the deck planks that we were underway. I sprang to Vera, and lifted her to her feet.

"You are not hurt?"

"No, only frightened and bruised. He threw me to the deck. Are we safe? Have they all gone?"

"Yes, all who can make any resistance. Hold her just as she is, Olson; there's a bone in her teeth already; it will take more than oars to overhaul us. Does anyone know if those fellows picked up McCann?"

"I think most likely they did, sir; they wuz swingin' the lantern alongside."

"Bring me the night-glasses, Leayord—aye, they're on the shelf in the captain's stateroom."

He returned with them before I had finished whispering a word of hope into the girl's ear, but even that short time had so broadened the expanse of water I could conceive few details through the lens. Three of the boats were close together, bunched as though their occupants were still unaware of just what had occurred; the fourth boat—the one we had just left, no doubt—was much nearer, and must be entirely out of sight of the others. I got it fairly within my focus, but the occupants were indistinguishable at that distance; all I could be sure of was that the fellows were engaged in rigging up a jury mast for a sail, and that they were no longer attempting to pursue us, or making any effort to rejoin the other boats.

"Do you see 'em, sir?" asked Leayord, impatience overcoming him.

"Yes; Liverpool's boat is out there, heading due west, and the men are rigging a sail."

"And the others, sir?"

"To starboard, at least a quarter of a mile away."

"That's the game, then," he said, staring out into the blackness as though he saw it all. "Them fellows don't care a darn what becomes o' the three first boats so long as they git safe ashore. I'd bet they rather they wud drown than not. I wonder did they pick up that millionaire?"

"No reason why they shouldn't. He must have struck within ten feet of the boat. They wouldn't be likely to leave him behind, when he's their meal ticket if they ever get ashore."

"Where they heading for?"

"White Fish bay."

"Well, they may git thar, if it ain't too fur. That's a good boat they're in, Mr. Hollis; an' Liverpool an' White are both sailors all right. I'll say that for 'em. But just the same they're a goin' to have ter show their train'n before many hours."

"You mean a storm? I don't like that mist myself."

"'Tain't only that, sir; it's in the air; you kin sorter breathe it like. Besides I took a squint at the barometer when I went below—it's fallin' ter beat the band."

"Then we better look to our own safety; we are far too short handed to stow sail before a wind."

"I reckon there ain't so awful much to stow," with a glance upward into the blackness aloft. "There are two men below deck you can rout out and put at work."

"Two, sir?"

"Aye, Mr. Leayord—Dugan and the steward. The latter you will find in one of the staterooms aft; here is the key. I leave it to you to persuade the fellows to take hold."

"I'll do that, sir, with pleasure; and maybe, come the need, even the owner would give us a hand?"

"We will not count on Mr. Bascom; he could scarcely keep his feet in a seaway," I answered firmly. "But we have one more in the crew, nevertheless—Miss Carrington, here."

"The lady, sir?"

"Yes," she broke in eagerly. "Captain Hollis knows, Mr. Leayord, for he has tested my seamanship. I could take the wheel such weather as this. May I not relieve Olson now?"

"Yes," I said, feeling it best to encourage her enthusiasm, and truly possessing faith in her capability to handle the ship. "I'll keep you there while we get snugged away, Mr. Olson!"

"Aye, aye, sir."

"Let Miss Carrington relieve you. Stand by a moment until certain she has the trick of it; and then come forward."

"Aye, aye, sir," but less heartily, a strong doubt in his voice.

"It's all right, Olson; she'll hold her this weather. Now, Mr. Leayord, bring the other two men on deck."

CHAPTER XXVI.

We Sight a Boat.

What immediately followed; how we made ourselves shipshape the best we could, and held on for the next few hours, has comparatively but little to do with the interest of this story. Leayord brought the two men on deck, and as Dade was no sailor, but more likely to prove faithful, he was sent down the ladder to assist Masters in the fireroom. Dugan took the change in administration aboard with a sea-going philosophy, seemingly feeling no animosity because of the rough handling received, and went to work under my orders with hearty good will. We were all four of us capable seamen, and an hour of hard work placed the Indian Chief in very fair condition, so far as deck and running rigging was concerned. At the end, however, standing on the forecastle, and staring aft, I had faith that we could handle the hooker, even with that small crew, and bring her safely into the harbor of St. John's. Our earlier weather predictions were not yet verified, at least to any serious extent. Indeed there was nothing particular to worry about, excepting that temporary steering apparatus, and it had worked long enough now so as to give me confidence.

"What do you make of it, Mr. Leayord?" I questioned, indicating both sea and sky by a wave of the hand. "Was it a circular storm, leaving us outside of its radius?"

"No, sir; it's not that," and he drew the back of his hand across his lips. "Dugan an' I talked about it on the mainyard yonder, an' 'tis our judgment, sir, that it's just a slow brooder. There won't be no quick change, but the weather 'll just gradually get heavier until we're scuddin' under bare poles. It'll be maybe termorrow night before we gets its full weight."

"But you have no doubt we'll weather it?"

"Barrin' an accident. When do you expect to make that port, sir?"

"St. John's? Well, we're a bit off our course now. I'm afraid we may be another night afloat."

He stood motionless, one hand shadowing his eyes, as he gazed out over the port rail.

"I was a' thinkin' o' them poor cusses out there in the boats, sir," he said finally. "I'm bettin' that most o' them wish they was back on this deck by now."

"No doubt; but there's no way we can help them, and we've got our own work to do. You and Olson go below."

I watched the two disappear through the companion, spoke a word to Dugan, posting him where he could hear me call if necessary, and then went aft to the wheel. I had not realized the full weight of the gale until I reached the top of the ladder, and stood erect without any protection from the cabin. For an instant I had to grasp the side rail, shading my eyes with an arm; then I struggled forward, until my hands gripped the wheel.

"Why didn't you call for help?" I asked. "This was too much for any woman. I never realized forward how it was blowing."

She swayed against me, clinging to my sleeve.

"It—it does kick some," she panted, "and I was almost afraid I might let

I Struggled Forward Until My Hands Gripped the Wheel.

go. I—I am glad you came. I couldn't hold to the course, but—but that doesn't matter, does it?"

"Not at all; we are in no shape to fight the storm, with only one man in the stokehole. You will have to creep to the ladder."

"You—you wish me to go below?"

"I order you to."

"And you are going to remain at the wheel—alone?"

"Dugan is forward, within easy call. I have sent the two mates below for an hour's rest. There is nothing for us to do now, but hold on until the storm abates. I'll simply lash the wheel, and stand by. You are absolutely exhausted, and must get below—you will go?"

"Yes if—if you think it best. I am so tired—the strain of it; the fear I could not hold out—"

"I know." I bent and kissed her, and she clung to me. "But do not think of that any longer; you must go to your room at once and lie down."

"But you will stay on deck all night!"

"Not unless the storm increases. In an hour or so I'll call the others, and lie down myself. Come, dear, you belong in the watch below."

That certainly seemed a lonely deck after she had disappeared down the ladder. I had served many a quiet watch at sea, many a memorable one, but that hour taught me the real lesson of loneliness. We were driving forward recklessly into a wall of darkness, utterly impenetrable to the eye. What horror might be lurking just ahead of the plunging bow, no imagination could picture. From where I stood, clutching the spokes of the wheel, I could not even trace the yards of the mainmast, nor could I perceive on either side the water through which we drove. Yet it was not this which pulled so at my nerve. I had stood at the wheel often before guiding a great ship through impenetrable blackness, and amid the immensity of the ocean. But then I was one of a crew, alert and ready, merely performing my part of a given task. But now I could not drive from me the consciousness that I stood there alone; that on all that space of deck forward only one solitary man crouched in the blackness; that below in the engineroom, and stokehole, only two more; already worn and weary with toil, stuck grimly to their work; that under my control this great freighter, loaded almost to the deck beams, was flying before the storm, plunging through the wild waters of the mid-Atlantic, with death hovering above in the shriek of the storm. Yet I clung to it grimly, no longer making any attempt to hold any settled course, but merely choosing the easier way in which to meet the force of the storm.

It was two o'clock when, too thoroughly wearied to stand the strain longer, I sent Dugan below to call the mates. Leayord was the heavier man, and the more experienced sailor, so, at my suggestion, he took the wheel, while Olson went forward. I can recall creeping down the ladder, and staggering down the stairs, but nothing more. I must have been asleep even before I reached the berth in the captain's stateroom.

A hand shook me, and I opened my eyes. For an instant I was too dazed to comprehend. The port was closed, but daylight streamed through the thick glass illuminating the stateroom, and I recognized Olson bending over me.

"I had to call you, sir," he explained kindly. "The main royal has broke loose, an' it'll take all hands ter stow it again in this wind; besides that feller Dugan he's gin out entirely, an' there's got ter be another hand sent below to the stokehole."

I sat up, already thoroughly awake.

"What time is it?"

"Goin' on half after four, sir."

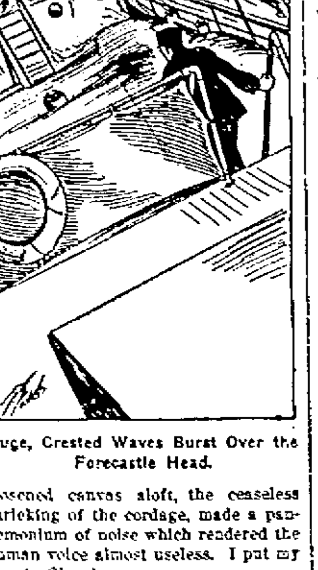
"Why I thought I had just dropped off. Any increase in the weight of the gale, Olson?"

"No, sir; I don't think the wind is quite so heavy, and it's gettin' more steadylike, but there's considerable sea."

"I can tell that the way the ship pitches; she's taking water forward."

"Tons o' it; the damned hooker is loaded so deep she's more like a wharf than a ship."

It was a wild scene enough when I emerged from the companion and paused a moment in the protection of the cabin to view the deck forward. Huge crested waves burst over the forecastle heads, cascading down onto the main deck, and sweeping aft to the scuppers amidships. The vessel staggered under the repeating blows, yet recovered with a buoyancy which gave me renewed courage, plunging forward again to meet the next assault. The continuous boom as they struck against our bows, the mad flapping of the



Huge, Crested Waves Burst Over the Forecastle Head.

loosened canvas aloft, the ceaseless shrieking of the cordage, made a pandemonium of noise which rendered the human voice almost useless. I put my lips to Olson's ear.

"Can the three of us pass those gaskets?"

"It's got to be done, sir, unless we let the sail go; but it's goin' to be no boy's job."

"Where's Dugan?"

"Hangin' there to the shrouds, a' waitin' for us."

"Then come on; the sooner it's over with, the better."

We went up the ratlines like snails, every burst of wind driving us flat against the ropes, where we hung on grimly. Dugan was first to lay out upon the footropes, and I felt no regret when Olson slipped past me to the top, bawling in my ear:

"Let me go next, sir, you haven't been at this sort o' job lately."

However, I made it in my turn, the wind driving me flat against the spar, the footrope dancing madly beneath my weight, the flapping canvas of the loosened sail as stiff as iron. Dugan had the worst of it, but he clung there like a cat, stubbornly fighting inch by inch as he drew in the cloth. He must have had the strength of a giant, and the grip of a vise. It was a ten-minute battle, and when I got safely back into the maintop every muscle of my body throbbed with pain, and I sank down against the mast, struggling to regain my strength. I had my head buried in my arm, conscious only of the wild leaping of the mast, and the sickening sensation caused by its constant swaying, when Dugan's shout sent the blood pounding to my heart. He stood upright, clinging to a stay, staring forth into the smother off the port bow.

"Look, sir! There's a boat! See, yonder! she'll top the crest in a second—there!"

I had a glimpse of something—a black speck in the midst of the breaking spray—but could not be sure of what it was.

"Are you certain it is a boat?" I questioned. "The thing had no shape to me. What do you say, Olson?"

"A boat, sir; there was a slip o' sail hoisted; it's my notion she's hove to, ridin' to a drag. There she is again."

Aye, I got a fair view that time, as the cockle-shell was thrown high up on the crest of the wave. It was sickening to see that black object hurled high up against the sky, and then disappear utterly into the hollow. The boat must be hove to; there would be no living otherwise in that sea, and the very fact that it remained afloat was evidence of sailors aboard. I drew myself to my feet, clinging with one hand to a stay, hollowing the other to make my voice reach the deck below.

"Mr. Leayord!"

"Aye, aye, sir."

"There is a small boat off the port quarter, riding to a drag."

"A what, sir?"

"A ship's boat off the port quarter—too far away to tell what's aboard her. Can you let her head fall off a point?"

"Not without another hand at the wheel; it takes all my strength to hold her as she is."

"Jump down, Dugan, and lay aft; we must get that boat to leeward, if we help those fellows in this sea."

"Aye, aye, sir."

He scrambled over the top, but Olson and I were content to use the lubber's hole, reaching the deck later, and glad enough to be there alive. I dived into the cabin after a glass, stopping long enough to explain what we had sighted to Vera, who appeared in her stateroom door, fully dressed.

"You have not been in bed?" I asked, indignantly.

"Oh, but I have; indeed I have. Why I must have slept four hours, but I lay down fully dressed. I—I didn't know what might happen. Could you see if there were men in the boat?"

"No, not to distinguish them with the naked eye; the glass will reveal that; but the boat must be occupied to keep afloat in this sea."

"Who can they be, do you suppose—shipwrecked sailors?"

"It would be my guess it will prove to be one of our own boats we've overhauled."

"But how could we?"

"The wind changed after midnight, and, with only the one hand at the wheel, we were obliged to pay off, and run before it. It is not impossible that we are back in almost the same section of sea where we left those fellows. Come up on deck, and we'll know shortly."

She went in for a wrap, but joined me almost immediately. I must have been five minutes locating the boat, yet finally caught it fairly on the crest of a wave. Even at that distance two recognized faces leaped instantly into the circle of vision—Liverpool and McCann.

CHAPTER XXVII.

A Dead Man in the Cabin.

The glimpse was but for an instant, the boat disappearing as it dropped into the hollow.

"It's our own quarterboat," I announced shortly, endeavoring to keep my glasses trained on the right spot. "McCann, and those devils with him."

"Then, shall we stand by, sir?" asked Leayord. "Why should we be picking up that scum?"

I glanced aside at him.

"Why, Mr. Leayord? Well, one reason is, we are American seamen. Those fellows can scarcely hurt us now, and a hand or two more aboard will help us to make port. We've got to have firemen below, and Rapello would be able to spell Masters in the engineroom. I look on their coming as a Godsend. Let your helm off another point—there, steady now; hold her just as she is."

Again I caught the boat in the focus of the leveled glasses; it was measurably nearer now, but I could only see four men aboard the craft, the other two being White and Rapello. The tiller was gone, the man at the stern, Jim White, steering by means of a long oar; the sail had been whipped into rags, and a canvas shirt substituted. One man was on his knees bailing furiously, and Tony had an arm in a sling. So intent was I in this endeavor to decipher the details of the tragedy through the glass, I was unaware that Vera had climbed the ladder, and now stood beside me, clinging to the rail. Her voice aroused me to her presence.

"Why, there are only four of them?"

"Yes; they must have passed through Hades last night," I answered. "Here, take the glass; there are two bodies lying in the bottom of the boat."

"Can you manage the wheel alone for a bit, Mr. Leayord?"

"I can try, sir."

"Miss Carrington, would you mind giving the mate a hand?"

She fought her way across to him without a word, leaving the glass on

Continued on page three.

A CLEVER ILLUSTRATION

WITH CONCLUSIVE PROOF.

There is an old formula in philosophy which says that no two things can occupy the same place at the same time. As a simple illustration, drive a nail in to a board and you will find with every stroke of the hammer, the nail will force aside the particles of wood into which it is being driven, finally making a place for itself, and proving that the nail and the wood do not occupy the same place at the same time.

DISEASES OF THE KIDNEYS AND BLADDER and Dr. David Kennedy's Favorite Remedy cannot occupy the same place at the same time. If you are troubled with frequent pains in the back; if your urine stains linen; if you urinate frequently during the night, and a burning pain accompanies its passage, your kidneys and bladder are in bad shape and should be treated at once.

Every dose of DR. DAVID KENNEDY'S FAVORITE REMEDY slowly but surely pushes aside some of the particles of the dread diseases of the kidneys and bladder, liver, blood, rheumatism, dyspepsia and constipation, until they completely disappear. Do not lose faith in first fault, if you are not entirely cured by one bottle, because if these diseases have fastened their grip on you the longer and harder it is to drive them away.

Druggists sell it in *New 50 Cent Size* and the regular $1.00 size bottles.

Sample bottle—enough for trial, free by mail. Dr. David Kennedy Corporation, Rondout, N.Y.

Dr. David Kennedy's Magic Eye Salve for all Diseases or Inflammations of the Eye, etc.

New York, New Haven & Hartford Railroad.

Time tables showing local and through train service between all stations may be obtained at all ticket offices of this company.

Time Table in Effect September 24, 1917.

Leave Newport for Fall River, Taunton and Boston week days, 5.10, 6.55, 8.16, 9.05, 12.11 a. m., 1.11, 3.10, 5.09, 7.15, 9.19 p. m. Sundays—Leave Newport 6.55, 7.58, 11.10 a. m., 3.10, 5.05, 9.10 p. m.

Middletown and Portsmouth—5.01, 6.55, 9.05, 11.10 a. m., 1.11, 3.10, 5.00, 9.10 p. m.

Tiverton—6.10, 6.55, 8.15, 9.05, 11.10 a. m., 1.11, 3.11, 5.06, 7.15, 9.10 p. m.

Middleboro—6.10 a. m., 3.10 p. m.

Hyannis—11.10 a. m., 3.10 p. m.

Provincetown—5.10 a. m.

Plymouth—6.10 a. m., 3.10 p. m.

New Bedford—6.10, 8.15, 9.05, 11.10 a. m., 1.11, 3.11, 5.05, 7.15, 9.10 p. m.

Providence (via Fall River)—6.10, 6.55, 8.15, 9.05, 11.10 a. m., 1.11, 3.10, 5.06, 7.15, 9.10 p. m.

To New York

Fall River Line

STEAMERS

PRISCILLA AND PLYMOUTH

Lv. Long Wharf, Daily . . . . 6.00 p. m.
Due, New York Pier 14 N. R. . . . 7.00 a. m.

Splendid Steamers - Splendid Service
Orchestra Concerts - Delicious Meals
Immaculate Staterooms

An ideal water trip which saves a business day and affords patrons all the convenience of a modern hotel.

Wickford Line

Steamer General

Via Wickford Landing and N. Y., N. H. & H. R. R.

WEEK DAYS ONLY.

Lv. Newport. (L'g. Wh.)	Due New York. (G.C.Ter.)	Lv. New York. (G.C.Ter.)	Due Newport. (L'g. Wh.)
10.03 a. m.	4.10 p. m.	4.10 a. m.	12.55 p. m.
1.03 p. m.	7.10 p. m.	10.03 a. m.	3.55 p. m.
4.03 p. m.	11.14 p. m.	1.03 p. m.	6.55 p. m.

Tickets, etc., at City Ticket Office, 16 Franklin Street, and at Wharf Office. C. C. Gardner, Agent, Newport, R. I.

New England Steamship Co.

Keep thoroughly and accurately posted on your investments.

by reading the

BOSTON NEWS BUREAU

It circulates amongst the

Leading Investors of the Country

Write today for sample copy

Published morning and evening

Kilby St., Boston

Your full measure of worth will never be reached. It's your business to keep moving forward. When you keep every day's business within the limit of the day you are master of time and work. Allow trifles to consume the hours and you will soon be wrestling with accumulations that clog. Keep ahead of your tasks and you rob them of their irksomeness. You make the work of tomorrow easy by doing your best today. And as you do your best the measure of tomorrow never comes. Your final effort is just ahead. Work for it.

Americans whose fuel supply is low should take a leaf from the experience of their English cousins, who dwell for the most part in houses without furnaces and trust in small fires and to good circulation gained by exercise to keep them warm in winter. Those who exercise most will feel the cold least this year.

Swords are out of place in modern warfare, but the airplane propeller wields a deadly blade.

Oh, war, I ... my ... boots ... el

CONTRABAND

Continued from page 2.

the deck.

"Good; hold her as she is, and have Masters slow down. It is going to be a ticklish job to get those fellows on board; has anyone a suggestion?"

"A running noose from the lower main-yard, sir," said Olson.

"That will take only one at a time."

"Two, if they're quick enough about it; but it's the only way, sir. That boat wouldn't live a second close in alongside."

"Right you are; you and Dugan lay out on the yard and get the whip rigged; pick a strong cord and see that it fits the pulley block. I'll keep to the deck, and ease them in. Pass the end down to me; lively now."

Those in the boat saw what we were attempting, realizing at once that we meant to take them aboard. The relief felt was instantly expressed by the waving of hands, and a faint cry reached us across the water. McCann even endeavored to stand up, but was jerked down again. No doubt the recognition of the ship had left them in total despair of rescue, their one thought being that we would permit them to drift by, rather than take them aboard again. The gap between

"Boat Ahoy!" I Roared.

us slowly closed. I could see their faces clearly, uplifted in agonized appeal. They were haggard, crusted with salt, piteous enough in their silent pleading to make me forget the past.

"Boat ahoy!" I roared. "Keep well away from the side; we'll whip you in from the main yard. Have you oars?"

"One pair, sir."

It was Liverpool, and I was glad to note the tone of respect in his answer.

"Then hold her back, and drift in slowly stern first; you get the idea. Are those dead men?"

"One of them is; Dubois has his leg broken."

"We'll send a sling down; put Dubois in first, and the rest of you stand by. Are you ready now?"

"Aye, aye, sir."

Olson joined me at the rope, Dugan remaining outstretched on the yard, the ship held motionless except for the rise and fall of the waves. The boat drifted cautiously in stern first, held by the two oars in the hands of Liverpool and White. The former roughly assumed command.

"Get up there, McCann; on your knees now; for heaven's sake don't miss that rope, and hold on hard; take a turn around that thwart amidships—no! don't make fast! Give Tony the end; he has one hand yet. Now get Dubois into the sling; d—— you, man, you've got to; we can't leave these oars. Take a grip there, Dubois, and help yourself. That's better." He lifted his arm in signal. "All right, sir, swing away!"

It was a good half hour's job, and a hard one; twice the boat nearly swamped, and went down. Liverpool was the last to leave the boat, already half filled with water. As he rose slowly, gripping the rope with his hands, unable to get foot in the noose, the deserted craft floated away, the dead body of Watson half covered with water.

The four of them made a sorry looking bunch on the deck, but now that they were safe, my feeling of sympathy had vanished. I could only recall their treatment of us, and the danger we still ran in having them once again aboard. Nothing was to be gained by soft words with such as they. I stepped across to front them, and Olson and Dugan joined me.

"Now, look here," I said grimly. "We've taken you aboard because we're human beings; but there's going to be no mistake as to your exact status on this ship. You'll take your orders from me, and I'll kill the first man-jack of you who shows a sign of treachery. What became of Sachs?"

McCann was still gasping from his drop into the sea, and could not answer, although I addressed my question to him. Liverpool replied:

"He knifed Watson, and Dubois knocked him overboard with an oar; he never cum up."

"Was it in the fight Dubois got hurt?"

"No, he was hit by the boom, an' Tony there broke his arm when he fel' into the boat off the ship's ladder."

"All right; three of you are fit for work, and Tony can stand watch in the engineroom. Have you had anything to eat?"

"Yes, sir, in a way; there was food in the boat."

"Then you have fared in that respect better than we have. White, you go below and hustle coal; you climb down also, Tony, and relieve Masters. Tell him to lie down and get some rest. Move along now; I'll be down there myself presently."

I turned to McCann. "Get up from there; you are a hand on board this ship the rest of the voyage. Do you understand? Answer me—do you?"

"Yes."

"Do better than that."

"Yes, sir."

"Very well; now you and Liverpool pick up Dubois, and put him in number seven stateroom. Make him as comfortable as possible, but don't be long about it. Then report on deck to Mr. Olson; he'll keep you busy, and out of mischief. A word with you, Olson."

The second mate crossed the deck with me to the rail; the drifting boat had disappeared, having either sunk, or being hidden in the hollow of the great surges. The screw was beginning to revolve once more with power the planks trembling under feet and a bit of sunshine was streaming through the clouds overhead. I stood silent a moment, endeavoring to think out the situation, and Olson waited patiently his eyes sweeping the sky and then the sea.

"What do you think of our guests?" I asked finally. "Can we trust them at all?"

"Not so far as you could swing a bull by the tail, sir," he answered soberly. "They ain't forgot the night in the boat yet, but there's just as much devil in 'em as there ever was."

"Your opinion is, they will never help sail this ship into St. John's, if any villainy will save them?"

"That's it, sir; they're so black now, they won't mind a little more."

"That's my judgment; we must keep them apart as much as we can, and have an eye on them all the time. How about Dugan?"

"He talks straight enough, and to my notion means to play square."

"That was my impression; he's Irish, and hot-headed, but no criminal. We ought to be able to keep the fellows separated. Besides I'll be about most of the time."

"How long do you suppose it will be, sir?"

"Today and another night likely; I can tell better when I get an observation at noon. It will not give them much time for plotting."

I sent the two forward with Olson when they returned to the deck from the cabin, and he busied them gathering up the riffle about the forecastle caused by the night's storm. McCann moved as though scarcely able to exert himself, but Red took hold as if glad to be occupied. Vera came down the ladder, and we spoke together briefly, about what had occurred. She finally volunteered to get some food ready, and I went below with her, rousing up Dade, and putting him at work under her orders. An hour later all aboard enjoyed a warm meal, eating alike in the after cabin.

After the meal I yielded to my own need of rest, certain I should be on deck all night, and returned to the cabin. I left my stateroom door open, but in ten minutes I was sound asleep.

What awakened me I do not know. I had a confused sense of some heavy body falling, but no other sound. Yet this impression was so strong, so insistent, that I sat up in the berth, and stared out through the open door into the cabin beyond. I neither saw, nor heard anything, yet did not withdraw my eyes when I got to my feet; then I knew that the dark shapeless object, half under the table, was the motionless body of a man. My throat seemed to contract, and choke me, but I forced a quick breath and stepped forward through the door. The dingy cabin was deserted, not another stateroom door open. The table had been cleared of dishes, a decanter of brandy standing alone on the swinging shelf. Underneath, with face concealed in the crook of one arm, lay a man, an ugly gash in the back of his colored shirt, through which fresh blood was oozing, and dripping to the deck. I sprang forward, and turned him over—Dubois.

I could hardly accept the evidence of my own eyes. How had this thing happened? How did the crippled sailor ever get into the cabin? Whose hand could have struck the blow? and for what purpose was it struck? It was murder, a cowardly slash from behind; no wound which could be self-inflicted, but a blow of deliberate purpose. Who aboard would have reason to seek the life of Dubois? I could think of no one; no cause for such a crime. An instant I stared, dazed, into the dead, upturned face, not even knowing where to turn, in which direction to seek the murderer. I felt as though every faculty of both brain and body was paralyzed by the shock. Yet this was but for an instant. I tried the doors of the various staterooms; all opened at my touch, excepting Bascom's, and proved unoccupied. His was locked as usual, and I felt it useless to disturb the man. Leayord was no longer below; he had doubtless awakened and gone on deck, but I discovered Dade asleep in his old berth down the passage, shook him awake, and compelled him to come back with me. The horror of his face at sight of the dead body only intensified my own, but I had grip on my nerves by now, and was determined to learn the truth.

"Stay here until I find out what is happening on deck. There is nothing to be afraid of, you fool; the man is dead. Yes, you can stand over there but don't leave until I come back, and keep your eyes open."

As I emerged from the companion leaving the dingy, death-shadowed cabin behind, the open deck was such a scene of quiet as to appear like another world. Vera was still resting in her chair not twenty feet away. She glanced up, smiling a welcome, as I crossed the deck, but the expression of her face instantly changed as our eyes met.

"What is it, Mr. Hollis? Are we again in danger?"

"There has been trouble below. Let me question you before I explain. You have been here for the last hour?"

"Yes; longer even than that."

"Who have you seen enter the companion?"

"I slept at first, but have been awake for some time. Dade came out on deck a few moments, and then went back again; that must have been an hour ago. There was no one else until Mr. Leayord was called to take his watch."

"Who called him?"

"Olson; he was not below more than a minute."

"And Leayord responded immediately?"

"Yes, so quickly I remember thinking he could not have removed his clothes to lie down."

"And when was this?"

"A half hour ago; he stopped and spoke with me before taking charge of the deck."

"No one has entered the cabin since?"

She shook her head.

"No one, I am sure; Mr. Olson did not go below; he is forward there now. Please tell me what has happened?"

"Dubois has been killed," I explained briefly. "I found his body on the cabin deck. The deed was just done; his fall awoke me from sleep, but before I could leave the stateroom the murderer had disappeared."

"He—he was murdered! You are sure?"

"There was a knife wound in the back piercing the heart. The man died without a sound."

She rose to her feet, her face white, her body trembling so that I put out my hands to her support, and instantly her fingers clasped mine.

(To Be Continued)

Among the ingenious brutalities of Germany is the invention of a high explosive that resembles coal and cannot be identified when mixed with coal for shipping purposes. The more we learn of German ingenuity the more it is to be regretted that it is not directed in decent uplifting paths.

There can be no higher tribute to the patriotism of our farmers than the statement that they have increased their acreages from 10 to 50 per cent since the opening of the war and that thousands of them have gone broke fighting the battle of liberty in the furrows.

Children Cry
FOR FLETCHER'S
CASTORIA

SOLDIER'S REST HOUR.

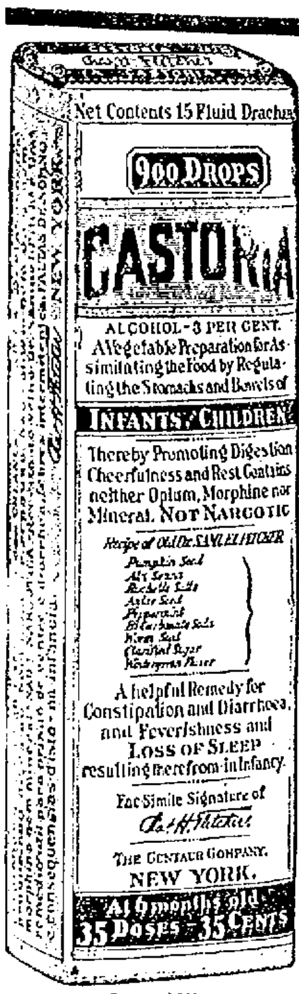
Providing generously for the physical well-being of his boys in khaki, Uncle Sam does not stop there. He throws open in all the camps wholesome recreations for the soldiers' play-hour, baseball, tennis and water sports; at the same time he does all that any government can do to protect the army community from the inroads of vice. In a number of cantonments the Y. M. C. A. will have as many as seven buildings, offering amusement and instruction and giving facilities for study and writing. The American Library association is preparing to install suitable libraries and give the services of trained librarians. Lecture and study courses will be arranged to meet the wants of young men who may have been taken from their studies to be made into soldiers, says American Review of Reviews. Altogether, the soldier's mental and moral betterment will be more effectively and systematically promoted than has ever before been possible in the massing of so great an army.

Moderate your eating to the point where your mouth will water when you even think of a hatful of corned beef and cabbage.

A shortage in attendance of the upper classes of colleges this year does not indicate retrogression.

We can think of but one argument in favor of ... Discouragement of poets.

It is said that ... men in the trenches ... uniforms every month.



Exact Copy of Wrapper.

CASTORIA

For Infants and Children.

Mothers Know That Genuine Castoria Always Bears the Signature of *Chas. H. Fletcher.*

In Use For Over Thirty Years

CASTORIA

THE CENTAUR COMPANY, NEW YORK CITY.

The Burroughs Statement Machine

The Burroughs Statement Machine prints Months, Dates, "Dr.," "Cr.," "Bal., makes carbon copies, etc.

It can be furnished in the *visible* printing style of machine—or with the famous Duplex feature, for storing away balances and giving automatic total of all statements sent out.

It insures accuracy in every statement and *sends them out on time*.

When your Statements are out it can be used the balance of the month on *all* your figure work—making complete, accurate records possible.

No cost or obligation to try it out in your own office or store, on your own work.

Burroughs Adding Machine Co.

FRED FAVOR, Sales Manager,

17 Custom House St., Providence, R. I.

JAMES P. TAYLOR,

139 Thames Street,

DEALER IN

Clothing

—AND—

GENTLEMEN'S

Furnishing Goods.

AGENT FOR

Rogers, Peet & Co.'s CLOTHING.

Special Bargains!

For the next 30 days we offer our entire line of Fall and Winter Woolens,

Comprising the best goods and styles to found in foreign and domestic fabrics, at 4 per cent. less than our regular prices. This we do in order to make room for our Spring and Summer styles, which we will receive about Feb 25. We guarantee the make-up our goods to be the best and to give general satisfaction.

J. K. McLENNAN,
184 Thames Street
NEWPORT, R. I.

NO OTHER LIKE IT.
NO OTHER AS GOOD.

Purchase the "NEW HOME" and you will have a life asset at the price you pay. ... "NEW HOME" WARRANTED FOR ALL TIME. ... THE NEW HOME ... MASS.

DEALER WANTED

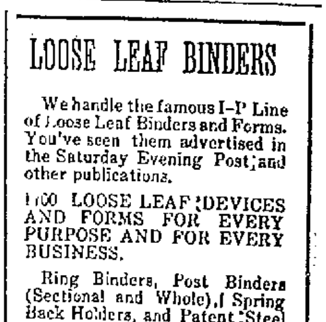
LOOSE LEAF BINDERS

We handle the famous I-P Line of Loose Leaf Binders and Forms. You've seen them advertised in the Saturday Evening Post and other publications.

1100 LOOSE LEAF DEVICES AND FORMS FOR EVERY PURPOSE AND FOR EVERY BUSINESS.

Ring Binders, Post Binders (Sectional and Whole), Spring Back Holders, and Patent Steel Ledgers.

MERCURY PUB. CO.,
182 THAMES ST.



NOTICE

OFFICE OF

Newport Gas Light Co

181 THAMES ST.

No Coke will be sold or orders received for same until further notice.

Newport Gas Light Co.

Established by Franklin in 1758.

The Mercury.

Newport, R. I.

PUBLISHED BY MERCURY PUBLISHING CO.

Office Telephone 181
House Telephone 1010

Saturday, December 29, 1917

The Governor wants a short session of the General Assembly this winter. There is no business reason why all the business could not be properly done in three weeks.

Every Southern state is short in the number of men furnished for the army under the draft thus far, and nearly every Northern state has furnished more than its quota.

Col. House, the President's right bower, says we have a hard job ahead to win the war. Admitted. It would be won much easier though if we had more efficient men in charge.

The Cuban sugar crop is the largest ever grown. The Louisiana crop is a bumper one, and the western beet sugar crop is above the average. Why this scarcity? The true answer doubtless is that it is artificial.

The statement the government interference in the coal and sugar movements has prevented the prices of those articles soaring skyward is a statement pure and simple, with no facts to back it.

When the General Assembly meets next Tuesday Newport will have no representation in the upper branch. Senator Norman is in the Navy and doing service for Uncle Sam. He will not be able to attend any of the sessions, so Newport will be unrepresented.

Our army abroad is variously estimated by those who don't know anything about it all the way from a hundred and fifty thousand to a million men. It is very certain that we have not got a million over there, but we may have a few more than the smaller estimate.

Government interference with coal, sugar and other necessaries of life does not seem to have been of much benefit to the consumer. The trouble is not so much with the interference as it is with the small men that are put in these important positions.

The fight for nation wide prohibition is now on. The act has passed both branches of Congress, and must now be ratified by 36 states. As nearly that number of states are now dry it does not appear as though it would be very hard work to capture the few remaining ones.

Dun's Review still continues to report Southern business good. It says "Holiday sales large. Sales in most lines above the average." If Southern trade does not remain good it will not be the fault of the Administration at Washington, which being made up of Southern men, is doing all it can to make Southern trade good.

Justice Brandeis likely to be the first President of the first Jewish republic to be established in Palestine? Who is ambitious to succeed him on the United States Supreme Court bench"—Boston Globe.

Upon his departure for that far off post there will be no restraint. The Supreme Court can struggle along without Brandies. Most people will rejoice when he is off the Supreme Court bench.

Despite Secretary Daniels, some Members of Congress are proposing legislation which will permit our soldiers and sailors to accept war decorations from the countries which are fighting Germany with us. It is the proper thing to do. To refuse the medals or other insignia with which our Allies would indicate their appreciation of distinguished bravery on the part of any of our men would be a rebuff to gratitude and a discourtesy of which the United States should be incapable.

Josephus Daniels refuses to state whether or not he shall request the President to make Newport a "bone dry town." When the city is made bone dry it will be well to place an armed guard—a guard that can be trusted—around the place to keep the boot-leggers and other uncertain characters out and the boys in. For if the truth should be told the boys get more contamination from near-by cities and towns than they do from Newport. We have no objection to the Administration going the limit to make this an immaculate town. In fact it can have all the assistance we can render in that direction.

The need of a branch of the Postoffice in the Broadway section has been demonstrated beyond question in the past few weeks. The congestion in the Thames street station, the added difficulty of distance, especially when the packages to the absent soldier boys are heavy, these and many other reasons for providing relief should influence some public spirited person to come to the rescue of his diseased fellow-citizens.—[Civic League Bulletin.

If Uncle Sam is too poor to pay for proper Postoffice accommodations, then perhaps some generous-minded Broadway citizen might give a part of his store for the much-needed purpose. But when the Government is throwing away millions daily for needless purposes it would seem that a few dollars might be used for something really needed.

PORTSMOUTH

(From our Regular Correspondent

Mrs. J. Rogers Manchester, Jr., is ill with measles, and Mrs. N. Horace Peckham is caring for her.

Mrs. Storrs, mother of Dr. Horton W. Storrs has come from Syracuse, N. Y., to spend the winter with her son and Mrs. Storrs.

Mr. and Mrs. George Anthony have gone to Gary, Illinois to visit their son, William Coggeshall Anthony, and Mrs. Anthony.

Mr. and Mrs. Augustus L. Wilbur are entertaining Mr. and Mrs. Marian McAllister Smith, Miss Mary Howard Smith and Mr. Edwin Wilbur of New York.

Mr. Ernest Cross, who has been ill with measles at Camp Devens, was released from the hospital and given furlough so that he was able to reach his home here in time for Christmas.

Mr. and Mrs. W. W. Anthony entertained for Christmas Day Mr. and Mrs. Charles G. Clarke and sons, Gardner and Allston, Mr. and Mrs. J. Harrison Peckham and two children, Mrs. S. A. Carter, Mrs. Arthur Smith and sons, William and Allen, Miss Kate L. Durfee and Miss Molly Gray.

Mr. Leslie Manchester and Mr. Herman Holman were home from Camp Devens to spend Christmas.

Mr. and Mrs. Frederick Holman entertained a family party for Christmas. Among the guests were Mr. and Mrs. Peter Malone, Miss Edna Malone, Mr. and Mrs. Clifton Holman, Clifton Holman, Jr., Mr. and Mrs. Charles Holman, Mr. and Mrs. Herman Holman, Mr. Mervin Briggs and others.

Mr. and Mrs. John Bridgeman, who have been spending the holidays with Mr. and Mrs. Philip Bridgeman, have returned to their home in Plymouth, Mass.

Mr. and Mrs. Howard Thurston entained Mrs. Edward Faulkner, Mr. and Mrs. William Chase, Jr., and family for Christmas.

Mrs. Lucy M. Anthony is quite ill.

Mr. and Mrs. Theodore Lawton are receiving congratulations upon the birth of a son

Capt. and Mrs. Oliver G. Hicks are entertaining their daughter Mrs. George Hollister and daughter, Juan, of Hartford, Mass., and Miss Jean Wood. Mrs. Hollister and her daughter became very ill since arriving here.

Christmas Day was celebrated with appropriate services at St. Mary's Church, and at the close of the ceremony a service flag was raised at the church.

Miss Esther Bishop, daughter of Mr. and Mrs. Emerson Bishop, and Mr Arthur Fournier of Newport were quietly married on Wednesday by Rev. Robert Downing. The bride wore a pretty gown of gray voile over gray silk, with a gray hat trimmed with fur, and carried a bouquet of violets. The young couple were attended by Mr. and Mrs. Howard Bishop, the former being the brother of the bride. Mr. and Mrs. Fournier will make their home with the bride's parents at present.

Mrs. Lucy M. Phinney and Miss Flora Phinney have been visiting the former's daughter, Mrs. Herbert C. Russell of Pawtucket.

Mr. and Mrs. Richard Chase and four sons of Gales Ferry, Conn., are visiting relatives here.

Mr. and Mrs. George R. Hicks and Mrs. Almira Tallman spent Christmas with Mr. and Mrs. Clifton Tallman of Newport.

Mrs. Eunice A. Green entertained for Christmas Mr. and Mrs. Isaac Greene and son, and Miss Lillbridge of Providence, Rev. and Mrs. William Allen and Miss Helen Allen of North Attleboro, and Mrs. James Hiles of Wisconsin.

Mr. Daniel W. Hambly died at the Newport Hospital on Monday where he had been for a week. Mr. Hambly had been in poor health for some time. He was born in Tiverton and is survived by several brothers and a sister residing there. He married Miss Emily Freeborn of this town who died many years ago. Mr. Hambly was formerly a blacksmith.

The Sunday School of the Methodist Episcopal Church celebrated Christmas on Monday evening, when a program of songs and recitations was given, after which the gifts were distributed from two large trees. The trees and the church were beautifully decorated. Those who appeared on the program were:—Rev. John Lowdue, the pastor, Maud Sowle, Mildred Doane, Elizabeth Freeborn, Miles Mosher, Elva Hedley, Elira Sowle, Roy Cross, Lloyd Cornell and others. The choir sang appropriate music.

Christmas was celebrated by the Sunday School of the Christian Church by a tree and entertainment on Monday evening.

At St. Paul's Church there was a short service on Christmas eve. At the conclusion all went to the Parish House where the children's exercises were held. Later gifts were distributed from the beautiful Christmas tree, and refreshments were served.

Mr. Ray B. Tallman, son of Mrs Belle L. Tallman, who has been drafted for the new National Army, has gone to Fort Adams to receive his training. Mr. Tallman has been in Springfield, Mass., for several years.

Mr. and Mrs. Abram Rathbone entertained a large family party on Christmas Day.

Mrs. Clifton T. Holman sang at the First Congregational Church of Fall River on Christmas eve, assisting at the annual carol service.

Higher Pensions.

Representative Charles E. Fuller of Illinois has prepared a bill that will bring happiness to all surviving veterans of the Civil War. It provides that every person who served ninety days or more in the military or naval service shall receive a pension of $50 per month if receiving less than that sum at the present time. Another measure introduced by Mr. Fuller proposes to increase the pensions of Army nurses to $25 per month. Both bills have been referred to the Committee on Invalid Pensions, of which Mr. Fuller is a leading member, and he intends to use his best efforts to get them favorably reported at as early a date as possible.

O PRUSSIAN DONKEY! . . .

Do we not all recall the monotonous assurances of Prussian professors that this war would be the signal for every colony to throw off the British yoke! Alas, poor Prussia! When God distributed his gifts to the races of mankind he gave quick wits to the Yankee, laughter to the negro and infinite patience to the Chinaman. But to thee, as to the donkey, he gave an impenetrable hide and total absence of humor, writes Poultney Bigelow in World's Work. So go on with the war—it has made the Boer and Briton march together like brothers against the man who wrote the Kruger dispatch; it has made Canada and Australia glad to pour out their blood in the trenches of France but above all O Prussian donkey, I bless thy pachydermatous propaganda for thou hast at last opened the eyes of this good-natured nation to the snakelike quality of thy professions and the deadening effect of thy kultur. The war is costly; the war is deadly and the end is not in sight but however costly in death or dollars it can never be a price too high to pay if it restore to us our dignity as a nation and our manhood as Americans.

It is not a sordid association, patriotism and food. It can be as fine as the spirit of democracy and as ennobling as the struggle for democracy. For in these days it is in truth, an essential part of each. If we cannot organize our efforts in this world crisis by the individual initiative, spirit and consent of the people, then democracy is a faith on which we cannot stand, or autocracy has shown that it can organize its effort; it does it by imposing organization by force from the top. We must do it from the bottom and voluntarily, writes Vernon Kellogg in Atlantic Monthly. The administration of food is a test of what our form of government is worth. If success in it did no more than insure its immediate aim—providing our allies with food—it would be wholly worth while. But it will do much more than that; it will prove our faith in ourselves.

"Foist," "thoid," "woild" and many other words that are strictly New Yorkese, are to be wiped out of the language of this little town, according to a campaign that has just been started by business men. They are planning to make the English language safe for the growing generation, says Pittsburgh Dispatch. Patient schoolma'ams have been battling for years to eradicate the New York way of pronouncing words, but with little success. So now the shopkeepers are going to take a hand in it. A number of employers are getting ready to start English classes in their shops and in time they believe that all of New York will know how to roll their "r's."

It is not the outcome of the final decisive struggle between the United States and Germany that is in doubt—that cannot be doubtful while Americans constitute a free nation. It is the length of the war that is in doubt, caused by the inability of the average intellect to appreciate the fact that the war marks a crisis in the life of every man, woman and child in the United States. When the average man in America begins to feel the reality of the war as sharply as the average man in Germany feels it, America's tremendous force will exert itself and the end of the war will be in sight.

Americans are enthusiasts and they like to spend money. The present system of taxation is being met without a murmur by the general public, and pride in the nation's army permits hero worship in its most wholesome form and on an enormous scale. The army is costing billions, but looks more than worth the money.

It has been lamented that the Teutonic mind is destitute of a proper sense of humor, but this charge will not hold against the recent lament of a noted German official that Germany has to struggle in a terrific battle against the all-devouring tyranny of Anglo-Americanism.

The kaiser has made another draft on his supply of men. He is a reckless spender, but even he draws the line somewhere. It will be noted that the losses of other men's sons is high, while his own sons have yet to meet with disaster.

Even the people who have regarded the war as something merely to talk about must realize that there is something serious the matter when they can't buy any sugar at the corner grocery.

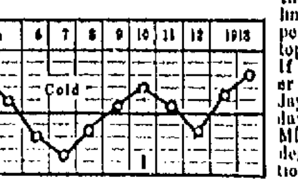
Kaiser Wilhelm composed music and made his courtiers listen to him sing it. This custom is supposed to be the origin of the policy of shrecklichkeit, now so enormously developed.

Another difficulty about the smoke less day would be the calamitous odors of possible substitutes for tobacco—cubebs and cabbages.

A dropped cigarette caused a big theater fire in Petrograd, in which from twenty-five to one hundred lost their lives. A big penalty to pay for a small carelessness, but men continue to be guilty of it.

Along with the drinkless days and the smokeless days and the other dayless days, why not have the gunless days and the candyless days so that everybody may [illegible] the great cause?

WEATHER BULLETIN.



The heavy horizontal line represents the normal of temperature. The zigzag line is the predicted movement of temperatures up and down. Dates at the top are for their time at meridian 90. If you are east of that line these weather features should reach you one or two days later; if west of it one to three days earlier. Meridian 90 is near the Mississippi River. Newport is many degrees east and the weather prediction will apply here two days later.

WASHINGTON, D. C., Dec. 29—Last bulletin gave forecasts of disturbances to cross continent Dec. 28 to Jan. 1 and Jan. 2 to 6, warm waves Dec. 27 to 31 and Jan. 1 to 5, cool waves Dec. 30 to Jan. 3 and Jan. 4 to 8. This period will start with high temperatures about Dec. 27 and end with low temperatures about Jan. 7. Storms will increase a little in force but will be mild as compared with middle of December. Temperatures will average much above normal from Dec. 27 to Jan. 6 and precipitation will be moderate.

Next warm wave will reach Vancouver about Jan. 7 and temperatures will rise on all the Pacific slope. It will cross crest of Rockies by close of Jan. 8, plains sections 9, meridian 90, great lakes and Ohio-Tennessee valleys 10, eastern sections 11, reaching vicinity of Newfoundland about Jan. 12.

Temperatures will average lower than usual Jan. 6 to 13 but that cool wave will bring no such cold, disagreeable and generally bad weather as was forecasted and occurred during the middle part of December. Some general precipitation is expected Jan. 6 to 13, but less than usual. No radical weather expected. January will not be a month of severe storms like December and precipitation will be less than usual in northern sections. Most severe cold wave Jan. 15 to 18.

Many are asking whether they should sell their corn at the present high prices or hold till next year for higher prices. We can not publicly advise. There are arguments on both sides. Our allies are preparing to fight on the defensive during the Winter and make their big drive in April and May. If 15 decisive battles are fought then corn will go down one-third and other grain in proportion. Grain usually goes lower about middle of February. There are many risks in holding grain at present prices.

This bulletin ends the year and for the author it has been, in every way, the most successful of all the 32 years it has been published. The greatest success has been in working out a more complete system of forecasting rainfall and severe storms and we propose to make our greatest success for 1918 by improving on the location of those two important weather features. Our most notable success was in predicting the Mexican drouth, a year in advance, giving almost its exact location as within a line from New Orleans to Winnipeg, then west to Cheyenne and south into Mexico. Our financial success has also been good.

A Portentous Situation.

Notwithstanding the demands of the war, commodities for export have been accumulating in every foreign land. The countries will be starving for gold. The only way to get it will be to sell those commodities. In this country the only barrier is the Underwood Tariff law—"a wisp of straw in the torrent of Niagara." A flood of foreign goods, the products of cheap labor; under a Democratic administration no Protection to American industry; industrial paralysis; no work; returned soldiers, no visible means of support—no means of earning a livelihood—here is a situation that every man will reasonably contemplate with profound concern.—Asheboro (N.C.) Bulletin.

WEEKLY ALMANAC, JANUARY, 1918

STANDARD TIME.

	Sun rises		Sun sets		Moon rises		High Water Morn		High Water Eve	
29 Sat	7	14	4	21	5	32	7	58	8	21
30 Sun	7	14	4	21	6	36	8	11	9	01
31 Mon	7	15	4	22	7	38	9	18	9	10
1 Tues	7	14	4	23	8	38	10	08	10	34
2 Wed	7	14	4	24	9	36	10	19	11	20
3 Thur	7	13	4	24	10	35	11	35		
4 Fri	7	12	4	25	11	37	1	10	12	21

Moon's last qr. Jan. 5 — 6.20 a. Morning
New Moon Jan. 12 — 5.56 m. Evening
First qr. Jan. 19 — 8.58 a. Morning
Full Moon Jan. 26 — 10.14 m. Evening

Deaths.

In this city, 23d inst., Emily A. White, widow of Edwin A. Anthony, in her 80th year.

In this city, 24th inst., William Green Turner, in his 88th year.

In this city, 27th inst., Captain Patrick Harrington, in his 77th year.

In Middletown, 27th inst., Joseph Sisson Anthony, in his 83th year.

In Little Compton, R. I., 23d inst., Rufus F. Peckham, aged 49 years, 5 months and 20 days.

In Providence, 23d inst., Christopher Arnold Peirce, in his 83d year.

Do You Want Cash

For Your Farm Property?

Also write to

Farmer Traders' Bureau,

28 B. Jamestown, R. I.

ANNOUNCEMENT

The Newport County Farm Bureau opened an office on Meeting Street in the Exchange Bank Building, July 2.

Office hours 8 to 10.30 every day, 7.30 to 12 m. Saturdays.

MAKE US A VISIT TEL. 3476

"Let your Farm Bureau Help You."

HOUSES, SITES AND FARMS

Persons living in other States, away from Newport and wishing information for themselves or friends regarding tenements, houses furnished and unfurnished, and farms or sites for building, can ascertain what they want by writing to

A. O'D. TAYLOR,

REAL ESTATE AGENT,

132 Bellevue Avenue. Newport, R. I.

[illegible]

GATHERED FROM MANY SECTIONS

Happenings In New England Told In Brief Items

The mayor, firemen and policemen of Somerville, Mass., will all receive an increase of salary next year, as a result of the vote of the board of aldermen.

Fuel Administrator Storrow sent word to the school committees of all cities and towns in Massachusetts asking that schools postpone their opening after the Christmas vacation from Jan. 2 to Jan. 7.

Mrs. Vienna M. Dean, 79, committed suicide at Worcester, Mass., by hanging.

William F. Carney, Danvers shoe manufacturer, against whom bankruptcy proceedings were started, owes $71,711.

John Johnson of Woburn, Mass., was found dead in his bed with his throat cut. His wife said he had been subject to melancholia.

A consignment of 250 large trout arrived at Worcester, Mass., for liberation in waters in the vicinity of the city. The trout are from the state fish hatchery at Sandwich.

Four automobile bandits broke into the Foxboro, Mass., postoffice and blew off the door of the safe, but were frightened away before they could obtain its contents.

The Boston and Maine Railroad company unfurled in the concourse of the North station, Boston, a service flag in honor of its employes who have joined the colors. The flag carries the figures 1539.

Mayor-elect Peters of Boston, who has served on the Boston Chamber of Commerce board of directors since last May, has resigned in order that he may give all his time to his work as chief executive of the city.

Civil service examinations for stenographers and typewriters are being held in Boston in an effort to obtain the number required by the United States civil service commission.

Directors of the Nahant and Lynn, Mass., Street railway issued a statement declaring the selectmen of the town must rescind the licenses granted for ten jitney buses, or the street car service will be discontinued at once.

Farmers of Massachusetts are advised to raise sheep this year as never before by Secretary of Agriculture Wheeler, who is chairman of a government committee which is undertaking to encourage the sheep raising industry in New England.

On account of the overcrowded conditions at the Portsmouth and Charlestown naval prisons the navy department is thinking seriously of taking over Deer Island, Boston harbor, and using it as a naval prison.

Robert Winsor, treasurer of the Massachusetts Halifax relief fund, announced that the total subscriptions amount to $647,637.18.

After he had sent his two daughters to a movie show, Thomas Flynn, 18, committed suicide at Lynn, Mass., by hanging.

The Massachusetts Institute of Technology is to admit a new freshman class at the beginning of the second term in February. This step was taken to meet the unusual conditions in the field of technical education created by the war.

Through the bequest of Mrs. A. C. M. Currier the poor children of Melrose Mass., will be provided with clothing during each year. Interest on the fund left by Mrs. Currier amounts to $2500 this year.

While attempting to cross the railroad tracks at Woburn, Mass., Mrs. Catherine G. Barker, 62, of Billerica, was struck and instantly killed by a train.

Walter H. Lerned, a Boston butter merchant, died at Cambridge, Mass., where he was born in 1850. He was a direct descendant of William Lerned who settled in Charlestown (Boston) in 1632.

Mrs. Susan Wasson, 40, committed suicide at Dennysville, Me., by jumping from a bridge over Dennys river, dropping forty feet to the ice.

Eighteen persons were injured when a crowded trolley car jumped the track at Spencer, Mass., rolling over on its side into an embankment.

Boston takes third place in the number of government thrift stamps purchased. Hub people have bought 319,000 stamps.

Charles O. Flodin, 63, was found dead in bed at Boston. Gas was escaping from a partly lighted gas heater.

A service flag with the largest number of stars—1514—of any in New England was unfurled by the United States Rubber company at Boston.

George A. Kittredge, 84, a pioneer operator of street railways in Bombay, India, died at Brookline, Mass. He was a native of Boston, but lived in India for fifty years, and on returning to America made his home in and around Boston.

Rev. Michael A. O'Kane, S. J., former president of Holy Cross college and since 1914 rector of the Church of the Jesu at Philadelphia, died at Worcester, Mass.

Walter Taubert was killed at Boston when he received a fractured skull by falling downstairs.

Dr. Everett J. McKnight, former president of the Connecticut Medical association, died at Hartford suddenly of heart disease.

Robert H. Conners, 17, of Bar Harbor, Me., died from the effects of a bullet wound received while playing "hold up" with Charles L. Pratt. Both youths were students at the University of Maine.

A dozen passengers were injured, but none killed, when a broken rail wrecked a train near Roxbury, Conn.

The G. A. R. convention committee returned $2000 to the city of Boston, it being the unexpended balance of the $15,000 which the city appropriated to make the field day of the veterans a success.

Peter Carbell died at Ayer, Mass., at the age of 91. He was the oldest Odd Fellow in the state and was for many years selectman and deputy sheriff.

In a collision between a light engine and a freight train at Keough, Me., B. Beaton, conductor, and T. Brasson, a section hand, were killed.

Dr. Leverett W. Spring, professor emeritus of English literature at Williams college, died at Boston. He was born at Grafton, Vt., in 1840.

Massachusetts liquor firms and agencies which have been sending liquor advertisements and circulars into Maine through the mail will be prosecuted, Federal District Attorney Merrill announced at Portland.

Nearly 4000 tons of mail passed through the Boston central postoffice in the five days preceding Christmas Day.

Judge Robert J. Walsh of Greenwich, Conn., former secretary of state and senator, left an estate valued at about $1,000,000, according to a petition for administration just filed.

Mayor Curley of Boston appointed Lucius Hicks, a negro, assistant corporation counsel, salary $2200, to assume the duties of Edward T. McGettrick, absent on leave for military service.

The body of Stephen Holman, 23, member of a well-known Cambridge, Mass., family, was found on the beach at Clifton, Mass. On three other occasions he had attempted to take his life. He had recently escaped from an insane institution.

With a revolver clutched in her right hand and a bullet wound in her head, the body of Mrs. Adelle Mock, 49, was found, covered with ice and snow, in Franklin Park, Boston. She had been missing from her home since Dec. 6.

Col. Arnold A. Rand, 80, leader of the Fourth Massachusetts cavalry in the Civil war and vice president and general counsel for the John Hancock Mutual Life Insurance company for the last twenty years, died at his home at Brookline, Mass.

Harve Baker, a woodsman, shot himself fatally in remorse for the accidental shooting and killing of Mrs. John Secor in a lumber camp at Somerset, Me.

The Boston and Maine railroad sustained a heavy loss when seven locomotives were wrecked by fire at Lawrence, Mass. The blaze is supposed to have been started by a spark from one of the engines.

The plant of the Madison Woolen company, Madison, Me., which is making overcoat cloth for the government, was closed by a strike.

Improvements costing $300,000 have been completed by the New Haven Railroad company at Providence engine houses in preparation for caring for additional traffic.

Malden, Mass., had an explosion scare when 500 gallons of gasoline in a tank in the rear of the Boston Dye House blew up with a roar that was heard all over the city.

The Medford, Mass., board of aldermen passed the new salary ordinance providing for increases in salaries, totaling about $7500.

James M. Olmstead, one of the referees in bankruptcy for Suffolk, county, Mass., was re-elected president of the referees in bankruptcy for the New England states.

After more than sixty years' continuous service as a barber in Amesbury, Mass., Samuel A. Felch has retired. He is thought to be the oldest barber in point of service in New England.

Williston Hall, one of the recitation buildings at Mt. Holyoke college, South Hadley, Mass., was destroyed by fire. The loss is $75,000.

Miss Harriet A. Varney, acquitted on a charge of killing Mrs. George H. Keyes, collected $90 from Norfolk, Mass., county, it representing 50 cents a day during the six months she was confined in jail.

Some very fine specimens of Maine shipbuilding have been sent overboard recently, and a lot more are nearly ready to take the water.

More than 100 naval reserves are now in training at the Newport, R. I., naval training station.

Thomas W. Lamont, of the firm of J. P. Morgan & Co., New York, has purchased a 100-acre farm on the north shore of North Haven, Me.

The sum of $800 is bequeathed to the Rhode Island hospital, Providence, in the will of Mrs. Martha A. Cummings of Brookline, Mass.

H. R. Small a fireman, was killed and three other trainmen injured when a passenger train collided with a switching engine, head-on, near New Haven.

Andrew P. Raggio, professor of Spanish and Italian languages at the University of Maine, died at Orono.

Standardizing the loaf of bread is all well enough, but perhaps it would be unwise to depend too much on competition to keep prices down. There have been occasions in the past—several of them, or even more—when good management [illegible] competition on the humorer.

M'ADOO HEADS ALL RAILROADS

Government Operation of Lines to Begin at Once

PROCLAMATION BY WILSON

Gives Reasons For Commandeering Systems In United States, Including Steamship Lines, During Period of War—Private Business Must Give Way to Government Work

Washington, Dec. 27.—Government possession and operation of the nation's railroads for the war was proclaimed by President Wilson last night, to become effective at noon, Dec. 28. William G. McAdoo, retaining his place in the cabinet as secretary of the treasury, is placed in charge as director general of railroads.

Every railroad engaged in general transportation, with its appurtenances, including steamship lines, is taken over and all systems will be operated as one under the director general.

Government control of railroads means that every piece of railroad equipment of the United States is subject to immediate call for government work; that the roads are to be utilized first and foremost as a part of this country's mighty engine of war; that private business, even the transportation of passengers, must give way to government work whenever necessary; that government business has the right of way always; that the railroads are as strictly and entirely under the control of the United States as are the uniformed men of the military service.

In a statement accompanying his proclamation the president announced that as soon as congress reassembles he will recommend legislation guaranteeing pre-war earnings and maintenance of railroad properties in good repair.

Government backing will be given to new issues of railroad securities that a ready market may be found.

The president's move came at this time as a great surprise. It had been generally believed he would await the reassembling of congress before taking any step. He acted through Secretary of War Baker, under authority conferred in the army appropriation act.

Direct management of the roads will remain in the hands of railroad officials, and the railroads war board, comprised of five railroad heads, will continue to direct actual operation under McAdoo's general supervision.

The chief practical effect of government operation will be to permit a complete unification of all rail systems, impossible under private operations by reason of statutes prohibiting pooling of rail and traffic earnings.

The railroads themselves had gone as far as they dared in this direction, and it became known only yesterday that they had been warned by Attorney General Gregory that a violation of anti-pooling laws could not be permitted.

This situation was fully realized by President Wilson, who in his statement declared the roads had gone as far as they could, and that already some systems were endangering their earnings in attempting unification.

Although the proclamation applies to all electric lines engaged in general transportation, local interurban systems are specifically exempted.

Congress will be asked to guarantee earnings equivalent to the average net operating income of each railroad in the three-year period ending June 30, 1917. Railroad experts estimate that this will cost the government next year in the neighborhood of $100,000,000 which can be raised in large part by increasing freights if the interstate commerce commission grants the roads' application for the 15 percent increase now pending. Otherwise it will be paid largely out of the general government funds.

The interstate commerce commission and other government agencies which have to do with the railroads will continue to perform their functions as heretofore, except that they will be subject to orders of the director of railroads.

Healis Out of Jail

Providence, Dec. 24.—George W. Healis, a negro, who was charged with manslaughter in connection with the murder of Dr. Charles F. Mohr in 1915, has been released from jail under deferred sentence. Mohr was shot while being driven by Healis, his chauffeur.

Thinks Ex-Queen's Will a Forgery

Honolulu, Dec. 24.—A purported 1917 will of the late Ex-Queen Liliuokalani bequeathing the major part of her estate to "Princess" Theresa Belliveau, was thrown out of court by Judge Ashford, who stated that he was convinced it was a forgery.

Fined $10,000 For Plotting

San Francisco, Dec. 24.—George Rodiek, formerly German consul at Honolulu, who pleaded guilty to conspiracy to foment revolution against British rule in India, was fined $10,000 in the United States district court.

Gen. Bliss Honored

Washington, Dec. 27.—Gen. Bliss will be retained on active service as chief of staff of the army after he reaches the retirement age Dec. 31.

Rioters Get Long Jail Terms

Milwaukee, Dec. 28.—Eleven Italians, including one woman, convicted on a charge of assault with intent to kill in connection with a riot in which several police officers were killed were sentenced to twenty-five years in the state prison by Judge [illegible]

NEWLANDS' SUDDEN DEATH

Nevada Senator Worn Out by Work on War Measures

Washington, Dec. 26.—Senator Francis G. Newlands of Nevada, aged 69, died at his home here from heart disease. It was only a little while before he was stricken that Newlands held a meeting in the office of members of the subcommittee of the senate committee of interstate commerce, of which he was chairman, to discuss the legislation expected to follow the president's forthcoming message on the railroad situation.

This meeting was shortened by the senator's sudden illness. His strength has been greatly taxed of late by his unremitting work on problems pertaining to war legislation.

Newlands was born near Natchez, Miss. His chief interest for years had been in America's railway transportation lines and in the development of national waterways, both for transportation and for greater fertility of land. He was universally regarded as the pre-eminent expert on these matters in the senate, and probably in congress.

Most of Newlands business interests were in the west. He was reputed to be wealthy, having extensive mining interests in Nevada and California.

TOBACCO A NECESSITY

Food Controller Thinks Its Loss Would Be Great Misfortune

London, Dec. 27.—Tobacco is a necessity, not a luxury, declares Lord Rhondda, the food controller, in a statement published here.

"We must have tobacco," he says. "I believe that its loss would be a national misfortune. It means much both to the manual laborer and to him who works with his brains. Men would eat a great deal more if they did not have tobacco. I hold that the deprivation of it would work great discomfort.

Some system of rationing tobacco however, is forecast by the newspapers.

GERMANS LOSE HEAVILY

Repulsed In Two Attacks on French Line Around Verdun

London, Dec. 28.—Once again the Germans have endeavored to break the French front on the Verdun sector, but again have failed. Two assaults resulted in the defeat of the enemy and the infliction of heavy casualties.

On the northern Italian front there has been an abatement in the artillery activity between the Asiago plateau and the Brenta river, but the intensive duels between the Brenta and Piave continue. The infantry forces of the belligerents are virtually inac

CONTROL OF FUEL

Government to Take Charge of Coal and Coke Output

Washington, Dec. 28.—Orders under which the United States fuel administration will obtain absolute control of the coal and coke output of the nation as soon as existing contracts run out were made public.

It is provided that no new contract shall be for more than a year; that all may be cancelled at any time by the fuel administration and that coal thus sold under contract shall always be subject to requisition.

Contracts for coal shipments involving what is known as a cross haul are absolutely forbidden.

Carmen Favor Strike

Boston, Dec. 23.—The carmen of the Bay State Street Railway company, at simultaneous meetings of the unions of employes involved in three of the New England states in which the company operates, balloted last night and early this morning on the question of striking to force the executives, they say, to live up to the existing wage and working agreement. Indications are that the men were overwhelmingly in favor of a strike to enforce their demands. About 5500 men are affected by the vote.

Kills His Brother-In-Law

North Adams, Mass., Dec. 26.—Luigi Bertano, 33, was shot and instantly killed by his brother-in-law, John Donofrio, 24, at the Bertano home here. Bertano, according to his wife, had not been supporting her properly since her marriage. Donofrio made his escape and has not been apprehended.

Thousands of Carmen May Strike

Boston, Dec. 26.—More than 4500 union carmen employed on the lines of the Bay State Street Railway company in this state, New Hampshire and Rhode Island, will vote on the question of strike.

Many Victims of Earthquake

Washington, Dec. 28.—An earthquake, general throughout Guatemala, cost loss of from ten to forty lives and extensive property damage in Guatemala City, the state department was advised.

Cold Increases Death Rate

New York, Dec. 28.—Shortage of coal was given by the board of health as one of the reasons for seventy-three deaths here from pneumonia within twenty-four hours.

Silver at Dollar an Ounce

Washington, Dec. 27.—A price to be paid by the government for silver in agreement with western producers has been agreed upon. It will be about $1 an ounce.

Phone Girls Favor Strike

Boston, Dec. 27.—Organized telephone operators of metropolitan Boston voted 2715 to 157 to strike if their demands for a minimum $16 wage rate were not granted immediately by the New England Telephone and Telegraph company. The company has offered $15.

KAISER OFFERS PEACE TERMS

On Basis of Neither Annexations Nor Indemnities

WILLING TO END THE WAR

Bolsheviki Used as Medium For Proposal, Which Must Have Approval of Entente Allies—Alsace-Lorraine and Poland Exempt From Negotiations—Proposals For Damages

London, Dec. 28.—The central powers are willing to make an immediate peace on the basis of "no annexations and no indemnities." All that is asked is that other belligerents pledge the same policies.

The proffer of such a general peace was made in the formal reply to the Russian separate peace overtures.

The announcement that the central powers (the kaiser) are willing to agree to end hostilities on the basis of no annexations or indemnities, really means the return of German colonies, an international pool to pay for damages, the elimination of Alsace-Lorraine and Poland from the deliberations.

The terms are couched in the reply to the Bolsheviki, who actually made these proposals, or something like them, to Germany. The United States and the entente allies up to this time have not recognized the lawful right of the Bolsheviki government to rule Russia, and they have not agreed to the terms Russia proferred at the beginning of the Brest-Litovsk conference.

Following are the peace terms of the Teutonic powers as announced by Count Czernin, the Austro-Hungarian foreign minister, at Brest-Litovsk:

Clause 1. Forcible annexations of territories seized during the war does not enter into the intentions of the allied powers. About troops now occupying seized territories it must be stipulated in the peace treaty, if there is no agreement before, regarding the evacuation of these places.

Clause 2. It is not the intention of the allies to deprive the political independence of those nations which lost it during the war.

Clause 3. The question of subjection to that or the other country of those nationalities who have not political independence cannot, in the opinion of the powers of the quadruple alliance, be solved internationally. In this case it must be solved by each government together with its people in a manner established by the constitution.

Clause 5. The governments of the (Teutonic) allies also recognize this principle. (This refers to clause 5 of the Russian peace terms stipulating that no belligerent country shall be required to pay contributions and that private persons shall be compensated for losses incurred through the war from a special fund contributed by all the belligerents on a proportional basis). There is a material possibility of mutual refusal not only to refund war expenditures, but also to pay for damages caused by the war. In this event each belligerent would be required to bear only the expense of its subjects made war prisoners and to pay for damages caused to civil subjects of an adversary by deliberate violations of international law. The creation of a special fund for this purpose, suggested by the Russian government, can be discussed only in case other belligerents join in peace negotiations before the expiration of a certain time.

Clause 6. Of the four allied powers, Germany alone possesses colonies. On the part of the German delegation, in full accord with the Russian proposals regarding that, the following is declared:

(a) The return of colonial territories forcibly seized during the war constitutes an essential part of German demands, which Germany cannot renounce under any circumstances. Likewise, the Russian demand for immediate evacuation of territories occupied by an adversary conforms to German intentions. Having in view the nature of the colonial territories of Germany, the realization of the right of self-determination, beside the above outlined considerations, in the form proposed by the Russian delegation, is at present practically impossible. The circumstance that in the German colonies, the natives, notwithstanding the greatest difficulties and the improbability of victory in a struggle against an adversary many times stronger and who had the advantage of unlimited import by sea, remained in the gravest circumstances faithful to their German friends, may serve as proof of their attachment and their resolve by all means to preserve allegiance to Germany, proof which, by its significance and weight, is far superior to any expression of popular will.

(b) The principles of economic relations proposed by the Russian delegation in connection with the above six clauses are approved wholly by the delegations of the allied powers, who always have denied any economic restrictions and who see in the re-establishment of regulated economic relations, which are in accord with the interests of all people concerned, one of the most important conditions for bringing about friendly relations between the powers now engaged in war.

Twenty Dead From Car Wreck

Pittsburg, Dec. 27.—Mrs Adelaide Bongiovanni, who was injured in the street car accident at the South Hills tunnel died last evening, bringing the total dead to twenty. Mrs. Bongiovanni's [illegible] soon after she was taken [illegible] that she had lost [illegible] in the wreck.

PROJECT A MISTAKE

Bowles Says Lumber Cannot Be Found to Build Wooden Ships

Washington, Dec. 28.—The shipping board's wooden ship program was flatly called a failure by Rear Admiral Bowles, former head of the Fore River Shipbuilding corporation and naval constructor, and now assistant to the general manager of the board's emergency fleet corporation.

Summoned before the senate committee to explain the causes of delays in building ships, Bowles said the wooden construction venture was a mistake and never should have been attempted.

The program cannot be completed on time, he told the committee, because the country cannot furnish enough ship timber, the 458 awarded contracts calling for more lumber than is represented in the entire output of southern pine producers for a year. Most of them were placed in the east and south and specify pine timbers.

BLOCKED PROFITEERS

Hoover Saved More Than $200,000,000 to Buyers of Sugar

Washington, Dec. 26.—Food Administrator Hoover's statement on the sugar situation, which he tried unsuccessfully to get before the senate committee investigating the sugar shortage, was made public by the White House.

The food administrator attributes the shortage here to the heavy movement of sugar from the western hemisphere to Europe, and asserts that without the fixing of prices by agreement sugar would have been selling for 25 or 30 cents a pound, and more than $200,000,000 probably would have been profiteered from the American people by this time.

The statement contains Hoover's reply to charges made before the committee by Claus Sprekels, president of the Federal Refining company, that the sugar situation was mismanaged.

MUST BE NO QUARTER

Americans Will Fight to Kill When They Meet German Foe

Washington, Dec. 27.—Gen. Pershing's publication in official orders of the fact that Germans murdered, after capture, a lone American sentry by cutting his throat, was capable of only one interpretation to American officials here.

That was that the American commanding general intended that his men should know right from the start what they may expect at the hands of their enemies. It will not be followed by any open reprisal. Americans will not fight that way. But if the number of Germans taken prisoner shall be small, hereafter, the fault will not be that of Americans.

Teutons Lose Eleven Planes

Rome, Dec. 28.—Eleven Austro-German airplanes have been brought down by the British and Italian forces in a big aerial battle which developed when the Teutons made an unsuccessful attempt to bomb Treviso, sixteen miles north of Venice. Announcement to this effect was made officially by the Italian war office.

Decrease In U-Boat Sinkings

London, Dec. 27.—The losses to British shipping show a material decrease for the past week. According to the admiralty report, eleven British merchantmen of 1600 tons or over were sunk during this period by mine or submarine, as well as one merchantman under that tonnage and one fishing vessel.

Stefannson Explorers Safe

Seattle, Wash., Dec. 27.—The arrival of Vilhjalmur Stefansson at Fort Yukon apparently ends a voyage of Arctic exploration that began when he left Victoria, B. C., June 17, 1913, at the head of a Canadian government expedition aboard the steamer Karluk.

Jellicoe Is Out

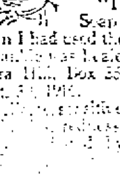
London, Dec. 27.—Vice Admiral Wemyss has been appointed first sea lord in succession to Admiral Jellicoe. It is officially announced. Jellicoe has been elevated to the peerage in recognition of his distinguished services.

The clothing of Mrs. John C. Evans, 75, of Amesbury, Mass., caught fire from her kitchen stove and she was burned to death.

CUTICURA HEALS ITCHING ECZEMA

On Ankle. Was Like Water Blisters. Became a Sore Eruption. Terribly Inflamed and Swollen. Could not Bear to Have Bedclothes Touch It.

"I had eczema on my ankle for about six months. It was like water blisters, and began itching so that I could not stand it and I scratched until it became a sore eruption. My ankle was terribly inflamed and swollen and I could not bear to have the bedclothes touch it.



"Then I used Cuticura Soap and Ointment, and when I had used them about four weeks my ankle was healed." (Signed) Mrs. Clara Hill, Box 55, East Burke, Vt., Sept. [illegible], 1916.

[illegible] skins with tendency [illegible] should [illegible] strongly [illegible] use on the [illegible] purposes, [illegible] touching [illegible] irritation [illegible]

For Free [illegible] by Return Mail, [illegible] Cuticura, Dept. R, [illegible] where.

Daily Schedule

For Wartime Food Saving

Sunday
One meatless meal and one wheatless meal.

Monday
One meatless meal and one wheatless meal.

Tuesday—Meatless Day
No meat whatever and one wheatless meal.

Wednesday—Wheatless Day
No wheat whatever and one meatless meal.

Thursday—Wheatless Day
No wheat whatever and one meatless meal.

Friday
One meatless meal and one wheatless meal.

Saturday—Porkless Day
No pork whatever, one meatless meal and one wheatless meal.

MEATLESS means no fresh meat—beef, pork, mutton, veal or lamb—and no preserved meat—beef, bacon, ham or lard.

WHEATLESS means no wheat whatever—no bread, cake, rolls, pastry or crackers made from wheat, graham or whole wheat flour; and no macaroni, spaghetti or wheat cereals.

PORKLESS means no fresh or salted pork, bacon, ham or lard.

Help Feed Those Who Fight for You

Alfred M. Coats,
Federal Food Administrator
for Rhode Island.

CUT THIS OUT AND KEEP IN KITCHEN FOR REFERENCE

NEWPORT TRUST COMPANY

Newport, R. I., August 17, 1917.

At the annual meeting of the stockholders of the Newport Trust Company held August 17, 1917, the following directors were elected for the ensuing year:

R. Livingston Beeckman	Peter King
Edward J. Berwind	William MacLeod
Charles A. Brackett	Frank C. Nichols
H. Martin Brown	Thomas P. Peckham
Clark Burdick	T. I. Hare Powel
Samuel P. Colt	Andrew K. Quinn
Charles D. Easton	Edward A. Sherman
Henry F. Eldridge	James Stillman
Otis Everett	Jeremiah K. Sullivan
Frederick P. Garrettson	Henry A. C. Taylor,
Lawrence L. Gillespie	Charles Tisdall
Ernest Howe	

At a meeting of the Board of Directors held August 17, 1917, the following officers were elected for the ensuing year:

President—Thomas P. Peckham
Vice President—Clark Burdick
Treasurer and Secretary—Edward A. Sherman

EDWARD A. SHERMAN, Secretary.

Dividend Day

January 19, 1918

Deposits made on or before that day commence to draw interest on that day.

GRANT P. TAYLOR,
Treasurer.

Stop! Look! Listen!

STOP the wast of time, money and energy
LOOK at our display of Electrical Goods, and
LISTEN to our statement of facts.
Let us place in your home on trial an

Electric Washing Machine, Vacuum Cleaner or an Electric Stove

Satisfy yourself fully they are all we claim for them.

The cost of operation of these household helps should interest you and it is your privilege to verify our statements, without cost to yourself.

BAY STATE STREET RAILWAY CO.

Tel. 28 — Illuminating Department, 449 Thames St.

Lines to Be Remembered.

If a great thing can be done at all, it can be done easily. But it is that kind of ease with which a tree blossoms after long years of gathering strength.—Ruskin.

Why He Liked Teacher.

George came home from school much pleased with his new teacher. When asked why he liked her so well, his reply was, "Because she kids the kids."

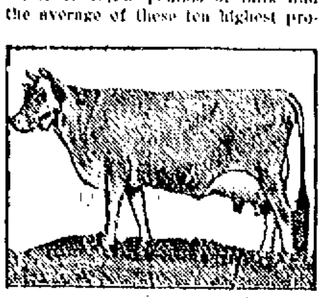
PRODUCTION OF DAIRY

Output of Five Breeds Given in Farmers' Bulletin.

Comparison Made of Ayrshire, Brown Swiss, Guernsey, Holstein and Jersey—Holstein Is Given Largest Average.

The average production of five dairy breeds most generally known in the United States is shown in Farmers' Bulletin No. 893 of the department of agriculture.

For Ayrshire the average of the 2,608 cows that have completed yearly records for advanced registry is 9,555 pounds of milk testing 3.95 per cent of butterfat, amounting to 377.51 pounds of fat. The ten highest milk producers of this breed range from 25,329 to 18,745 pounds of milk and the average of these ten highest producers is 21,888.8 pounds of milk. The ten highest butterfat producers among Ayrshires range from 955.56 to 744.78 pounds, with an average, for these ten, of 835.4 pounds of butterfat.



Champion Jersey.

Brown Swiss Records.

In the Brown Swiss breed the average of 191 cows that have completed yearly records for the registry production is 10,868.7 pounds of milk, testing 3.995 per cent, amounting to 433.45 pounds of butterfat. The ten highest milk producers of the breed range from 19,460.6 to 16,493.7 pounds of milk with an average, for these ten, of 17,872.2 pounds. The ten highest butterfat producers of the Brown Swiss range from 798.16 to 647.30 pounds, with an average for these ten of 683.72 pounds of butterfat.

Guernsey Records.

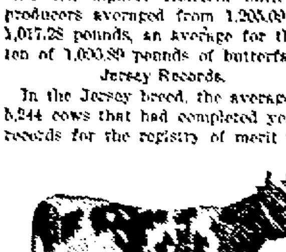
In the Guernsey the average of 6,200 cows that have completed a year's record for advanced registry is 8,834.38 pounds of milk, testing 4.99 per cent, amounting to 446.01 pounds of butterfat. The ten highest producers of this breed range from 24,008 to 17,297.51 pounds of milk with an average, for these ten, of 19,887.0 pounds of milk. The ten highest Guernsey butterfat producers range from 1,098.18 to 910.67 pounds, an average for these ten of 979.75 pounds of butterfat.

Holstein Records.

Among Holsteins, 3,220 cows that had completed a yearly record for advanced registry averaged 14,622.7 pounds of milk, testing 3.424 per cent butterfat, amounting to 500.7 pounds of fat. The ten highest producers of this breed averaged from 31,246.0 to 28,826.4 pounds of milk, an average for these ten of 29,898.34 pounds of milk. The ten highest Holstein butterfat producers averaged from 1,205.09 to 1,017.28 pounds, an average for those ten of 1,095.89 pounds of butterfat.

Jersey Records.

In the Jersey breed, the average of 5,244 cows that had completed yearly records for the registry of merit was



High Producing Guernsey.

7,792 pounds of milk, testing 5.35 per cent, making 417 pounds of butterfat. The ten highest milk producers ranged from 18,604.8 to 15,888.2 pounds, an average, for these ten, of 17,203.4 pounds of milk. The ten highest butterfat producers range from 999.1 to 873.2 pounds, an average for these ten, of 948.3 pounds of butterfat.

USEFUL FOR WINTER MULCH

Leaves Are Not Only Serviceable When Placed About Plants, But Also Good for Litter.

Save the leaves. They are useful for winter mulch about garden plants, for poultry to scratch in and, when piled and rotted down, make a good fertilizer for the garden. It is worth while to save them if possible.

PUT FARM IMPLEMENTS IN REPAIR IN WINTER

When housing the farm implements for winter make a list of repairs needed to put them in shape for efficient service next year. Order these repairs at once and have them on hand when needed. Such precaution may easily save days of delay next spring. Materials are so short that manufacturers will not carry more parts than seems absolutely necessary. An order placed now means that you will not be disappointed next spring.

Interior Adornment.

"What has become of my cherry cream?" cried Mrs. Smooth.

"Your cherry cream?" repeated the cook.

"Yes, my complexion cream."

"I thought that was some fancy paste you got for the party sandwiches, so I spread it on the sandwiches!"

WINTER RULES.

Protect your animals from the cold. This will make them more comfortable, and will save you feed.

Stop the holes in your barn. Board in your tie up.

An old horse, especially, like an old man, feels the cold.

Blanket your horses on frosty nights in the fall, when their coats are short.

Give your horses and cattle a good bed. Bedding is cheap.

Water your horses at least three times a day. The stomach of the horse is very small.

Punctuality in feeding and watering the stock is very important. They will worry and lose flesh if kept waiting beyond the regular time.

A good grooming costs no money, and is equal to two quarts of oats.

A horse cannot thrive on hay alone. He needs oats or corn for strength; and grass, bran or potatoes to keep his bowels right.

Keep your horse's feet soft, and have him shod often. More feet are ruined in the stable than on the road.

Do not degrade your family by using a lame horse.

Kill the worn-out or incurably lame horse. If you sell him, the money that you receive is blood money.—Boston Work Horse Relief Association.

LEGHORN IS POPULAR BREED

Best Example of Nonsitting Class and Most Widely Bred of Any European Fowl.

The Leghorn is probably the best example of the nonsitting class. It is certainly the most popular and the most widely bred of any European fowl. Other egg breeds include the Minorcas, Anconas, Andalusians, Campines and Spanish, all Mediterranean

White Leghorn Cockerel.

breeds. To these should be added the Hamburg, Houdan, the Redcap, and possibly some others. They all lay white-shelled eggs.

The most common varieties of Leghorns are white, brown, buff, black and silver, and some of these color varieties are again subdivided into single and rose-comb species. The White and Brown Leghorns, are the most widely bred, and they were the first varieties known.

FREEZES HELPFUL TO SOILS

Aid Pulverize Broken Ground, Cause Particles to Crumble and Vegetable Matter to Break.

There is considerable advantage in severe freezes during winter. While cold weather makes expenses somewhat heavier unless the farmstead is well arranged for comfort, both for man and animals, the soil is always benefited by freezes.

Farmers readily recognize that after hard freezes the soil is in better condition. Freezes help pulverize broken ground; they cause the particles to crumble, vegetable matter to disintegrate and break down. There is also considerable check to the increase of insects. Many insects in the pupa stage are killed by very cold weather and this means less increase the following spring and summer. However, there are some that stand very low temperatures without injury.

The best way to get the full benefits of winter snows and winter freezes is to have the land broken.

PROTEIN REQUIRED BY PIGS

Feed Necessary for Bone, Muscle, Frame, Material, Etc.—Skim Milk Is Recommended.

After the pigs are weaned they may lose flesh or at least make gains very slowly unless fed a feed rich in protein, to make bone, muscle, frame material, mineral matter, etc. If fed skim milk and grain they will not disappoint you.

SKIM MILK OF GREAT VALUE

Value of Product as Hog Feed Generally Known, But Not Always Fully Appreciated.

The value of skim milk as a hog feed is known on every farm, though not always fully appreciated. In the neighborhood of many large dairies pork production is a very prominent and lucrative supplement to the dairy industry.

Wouldn't If She Could.

Mrs. Newlywed—And, dear, drop in at Dey's and see if you can match this silk. If it's so common I don't want any more of it.

Children Cry
FOR FLETCHER'S
CASTORIA

The HOME BEAUTIFUL
Flowers and Shrubbery—Their Care and Cultivation

Hot Houses One of the Helps on the Flower Farm.

FLOWER FARMING FOR PROFIT

Few persons realize the enormous money value of flowers sold in the great cities of the United States. The demand for choice flowers never fails to consume all that may be offered. They must be good, though.

The city man who wishes flowers for a special decoration does not care how much they cost if they are of the best that can be grown.

Flower-farming is an agreeable occupation. But little hired help is required. The costly adjuncts of ordinary farming are not required; such as curing, drying, housing and storing, all necessary in the raising of the standard farm crops.

The plants rapidly increase in value, and once a place is going it continues to increase in productive capacity with each succeeding year.

The peony is one of the hardiest of plants and should be grown on the flower farm. It is a hardy plant, withstanding the most severe winters without protection.

The Chinese varieties are later in blooming than the native varieties. These are the products of centuries of crossing and have in the blooms all of the delicate shades so popular in decorative art.

They must be heavily manured to produce a profusion of flowers, and the ground must be well stirred so that it will hold moisture around the roots of the plant.

The blooms are fragrant, lasting and durable and when properly prepared can be successfully shipped 500 to 700 miles to market.

The flowers are produced one at a time and this makes it advisable to have a large number of the plants of the same variety, so that a quantity of the blooms can be cut each day in the same state of development.

The plants remain in the ground from five to seven years, when they must be taken up and divided.

If planted in the fall the peony will bloom the first season, but young plants are apt to be too quick in getting out in the spring and the buds may be injured by late frost. The older plants are more sedate and keep under cover of the ground several days longer and are rarely touched by the frosts.

It costs upward of $1,000 to produce an acre of full blooming plants.

A field-grown cut flower must be large and durable. It must have a long stem and some green foliage. It must be a single flower perched on the top of the stem.

The hardy Hydrangea fills all these requirements and besides is very suitable for the field cultivation, requiring no fertilizing in ordinary trucking soil. To get results the new wood of each year's growth must be cut away and the bush made to send forth new vigorous stems from the roots or the old top.

In this way a great number of flowers can be secured. One thousand bushes three years old will produce 80,000 flowers.

The blooms unfold slowly and a full month is given to cut and market the flowers.

Being nearly imperishable, no great effort is required to secure the crop. Often the flowers need only to be cut each two or three days. The value of the crop depends upon getting the flowers very late or very early in the season, therefore the far south, and far north sections are the locations best adapted to the cultivation for profit.

HOW TO POT HOUSE PLANTS

(Prepared by the United States Department of Agriculture.)

Here are suggestions which should help the amateur gardener who wishes to pot plants in the flower garden and bring them into the house for the winter. The following equipment and material is needed: A workbench, suitable soil, a coarse soil sieve, a sprinkling can, a shovel, material for drainage, pots, and plants. The soil should be rich in plantfood and should contain sufficient sand and organic matter to prevent any tendency for it to harden or bake upon drying. When moist, it should fall apart readily when squeezed in the hand. Equal parts of a good loam, clean sand, and well-rotted manure or compost, all worked through a coarse sieve, will prove suitable for ordinary work. The following may be considered essentials of good potting: (a) The soil should be moderately moist throughout; (b) the pots should be clean and soaked in water before using; (c) the pots should be of a size suited to the plant; (d) pots four inches in diameter and larger should be filled one-fourth full of pieces of broken pots to provide for drainage; (e) the plants should be placed at the proper depth and in the center of the pot; (f) the soil should be filled about the roots carefully by hand and then made compact by pressure with the thumbs; (g) the plants should be watered thoroughly after potting and then placed away from direct light for a day or two until they are established. If the soil has been properly compacted about the roots, it will be possible to remove the pot by turning it upside down and giving the edge a slight jar, the soil remaining compact. As the plants grow so that their roots fill the pots they should be shifted to larger pots, if they are intended for inside use. Practice in shifting may be given along with potting if there are pot-bound plants on hand.

High school teachers of agriculture who have not received the document dealing with home floriculture may address the states relations service of this department.

A Sahara of Ice.

The interior of Greenland, or the inland ice, is so cold that it gets virtually no rain, says Robert E. Peary in the Century, and the snow does not have a chance to melt in the long sunlit day. So the snow has accumulated century after century until it has filled the valleys, and not only leveled them with the tops of mountains, but the highest of these mountain tops have been gradually buried hundreds and even thousands of feet in ice and snow. Today the interior of Greenland, with its 1,500 miles in length and its 700 miles in maximum width, rising from 4,000 to 9,000 feet or more above sea level, is simply an elevated and unbroken plateau of compacted snow.

Hydrangea Hortenses—A Fine, Healthy Shrub, Decorative and Easily Grown.

Camouflage achieves its highest art in the curl papers of the gray morn that become the coiffure of the glittering evening.

That independent Polish kingdom seems to have gone into the discard with the early and honorable German peace.

CASTORIA
For Infants and Children
In Use For Over 30 Years
Always bears the Signature of Chas. H. Fletcher

POULTRY

CULL SURPLUS YOUNG STOCK

Don't Hold Poultry Until Christmas Thinking Higher Prices Can Be Obtained.

Now is the time to dispose of surplus young stock. Don't be fooled into waiting until Christmas and then get about the same price for a six-pound bird as you can now get for a four-pound fry. Hold only the promising breeders of the males and sell the remainder. Pullets showing low vitality by maturing slowly never make winter layers and usually are first to contract disease. Cull the old flock to half and fill their places with the best of the pullets. Determine the number of birds your house will hold by allowing four square feet of floor space for each hen.

CORRECT CARE AND FEEDING

Finest of Fowls With Improper Attention Will Not Produce Eggs—Water Is Needed.

Breeding may be one half of poultry keeping but the other half is surely care and feeding. The finest of fowls with improper care will not produce. The production of an egg needs an abundance of warm water along with the necessary food elements, in winter. The main components of poultry feeds are protein, fats, and carbohydrates. The fats and carbohydrates form the yolk and protein and water are largely required to produce the white of an egg.

MAKE WINTER LAYERS WORK

Best Accomplished by Scattering Part of Their Grain in Litter—Exercise Is Desired.

You should make every winter layer work for part of her living, which may be best accomplished by scattering a part of her feed in litter. The exercise they get from scratching for the grain is very important. The exercise serves to keep up the bodily health, stimulates the organs of digestion and reproduction and invigorates the entire system. Feeding is one of the most important items in winter egg production.

FEEDING FOWLS FRESH MEAT

Rabbits, Horses and Other Animals Are Safely Used for This Purpose on Many Farms.

It is common practice on many farms to feed fowls fresh meat throughout the winter. Rabbits, horses and farm animals of one kind or another are safely used for this purpose during freezing weather. There is great danger from ptomaine poisoning occurring where this practice is continued under careless methods and the meat allowed to rot.

BRONZE TURKEY BEST KNOWN

Male Bird Sometimes Reaches Enormous Proportions—Smaller Fowls More in Demand.

The largest and perhaps the best known of the domesticated turkey is the bronze, sometimes called the mammoth bronze. The male bird of this breed reaches an enormous size sometimes. The standard weight for the tom is 36 pounds and for the hen 20 pounds.

Generally the heavier weights are found among the breeding birds, and are not for sale. As a matter of experience breeders find that the great-

Bronze Turkey Tom.

est demand for the holiday trade is for the smaller birds suitable for a dinner for an ordinary family.

The plumage of the bronze is very attractive. The feathers are bronze or dull black with bands of white across. The bronze tint gives pleasing color effects.

One common objection has been that the bronze hen is not a very good layer. But it is generally found that laying is largely an individual characteristic. Many prefer the bronze and generally this breed by far outnumbers the others on the holiday market.

The bronze turkeys are close descendants of the American wild turkey, which is still found in some parts of our country. The young of the domesticated birds soon show a tendency to wander in search of food. They can fly to an astonishing height when it becomes necessary.

Then Ananias Turned Over.

First Dentist—The fact is, I've got painlessness down to such a fine point that all my patients go to sleep while I'm pulling their teeth.

Second Dentist—That's nothing! Mine are beginning to have their photographs taken while I operate, because they always have such a pleasant expression on their faces.

THE KITCHEN CABINET

Kindly words, sympathizing attentions, watchfulness against wounding men's sensitiveness—these cost very little but they are priceless in their value.
—F. W. Robertson.

MORE GOOD THINGS FOR WINTER.

With plenty of cucumbers still growing, we may enjoy the following for the winter's store:

Oil Pickles.—Slice unpeeled one hundred tender cucumbers; cover with one and one-thirds cupfuls of salt and let them stand three hours. Slice three pints of small onions and cover them with cold water; let them stand three hours, then drain the cucumbers and onions and mix well with three ounces of white mustard seed, one ounce of celery seed, one ounce of white pepper and two cupfuls of olive oil. When well blended, can and fill jars with good vinegar, seal and keep in a cool place. Good to eat in ten days.

Sweet Cucumber Pickles. — Take green cucumbers too old to eat sliced, peel and cut into quarters lengthwise, then each piece into quarters. Let stand in a weak brine over night. In the morning cook in a mixture of two and one-half cupfuls of vinegar to the same amount of sugar until clear, then skim out the pickles, place in a two-quart jar and cook the sirup with a few cloves, a piece of stick cinnamon and a tablespoonful each of celery seed and mustard seed; pour over the pickles and put away for winter use.

Mustard Pickles.—Mix a quarter of a cupful of mustard with the same amount of salt and a tablespoonful of sugar, add a quart of vinegar and drop in the fresh cucumbers as they are picked each day. A few peppercorns or mixed spices may be added if liked, varying the flavor with mace, bayleaf, cloves or any spice desired.

Young carrots make a very nice pickle for a variety. Cook the carrots until tender, then put them into a jar and pour over vinegar, using sugar and spices to taste. Young beets are also most appetizing canned this way.

Peach Chips.—Slice firm, ripe peaches quite thin, boil in a clear sirup made of half their weight of sugar, remove from the sirup with a skimmer, lay on a platter and set in the sun until perfectly dry. Sprinkle with granulated sugar and pack in jars. This makes a dainty confection to serve as a garnish for ices or molded desserts.

Nellie Maxwell

Already soldiers and sailors have applied for insurance policies aggregating $18,000,000 under the new war insurance system. As the benefits of the government's plan come to be fully understood, the men in the national service will not need to be persuaded to take advantage of it. They owe it to themselves and their families to provide for the future with the government's assistance.

The shortage of cents is attributed to the advance in the prices of cigars and cigarettes. It is declared that the humble change maker has not been so scarce at any previous time during the past twenty years. Many people are paying greater attention to the copper than they did when it had more purchasing value than it possesses now. Human beings are so inconsistent!

The intimation is becoming stronger that the German people are more and more disposed to mind their own business, which a mixture of junkerism and militarism has been hitherto kindly minding for them. The war is proving in more ways than one the biggest boomerang of modern times.

The British peers are attacking the practice of buying and selling titles. They ought to adopt the simple practice in this country, where any man who wants a title can assume one to his liking without paying a cent to obliging friends for calling him by it.

The government forecast of a 25 per cent increase in this year's crop of early potatoes will produce a feeling of cheerfulness among people who have not cut those costly vegetables off their list.

The Boston schoolteacher who was amazed to discover that her pupils couldn't put the words to "America" on paper correctly, would be shocked to learn that probably not one college graduate in a hundred could do it either.

If you want to find out the difference between a highbrow and a bonehead, ask the highbrow. He knows. The bonehead doesn't. The bonehead knows enough to be unhappy, which is quite some consolation, we claim.

Yellow root, it seems, has also gone up in price, due to war conditions, but all hope need not be abandoned until a report is received on next spring's sassafras crop.

All the world is wondering why Japan does not take a more active part in the war. And Japan allows all the world to keep on wondering.

Even though the ban continue on German dyestuffs, we look for an ample supply of highly-colored American yarns from the front.

Charles M. Cole,

PHARMACIST,

392 THAMES STREET

Two Doors North of Post Office

NEWPORT, R. I.

GET YOUR

ICE CREAM

—AT—

Koschny's,

230 & 232 THAMES STREET,

or at his

Branch Store, 16 Broadway

Cake, Ice Cream,

CONFECTIONERY.

STRICTLY FIRST CLASS and FRESH EVERY DAY

WATER

ALL PERSONS desiring a family water introduced into their residence or places of business, should make application to the office, Marlboro Street, near Thames

Office Hours from 8 a. m. to 5 p. m.

GUY NORMAN, Treasurer.

ASK ANY HORSE

Eureka Harness Oil

Sold by Dealers everywhere

Standard Oil Co. of New York

TRAINING REGULAR ARMY.

We read much these days of the doings of National Guardsmen and National army conscripts in their cantonments, but nothing ever appears about the training of the regular army, which is now no small affair. On April 1 it contained 110,000 officers and men. Now they number nearly 350,000. Where are they all? The natural presumption is that most of them are in France, where they are being prepared for trench work, says Milwaukee Wisconsin. Recent events have also brought out the fact that a number of National Guardsmen, possibly two divisions, have crossed the ocean. More may be expected to follow soon. Washington refuses to let it be known how many soldiers Uncle Sam has in France, but it is a fair guess that the number is much larger than is generally supposed.

It's not so much preachment that we need as wholesome example. Mankind is looking for the fellows who get joy out of life, not the fellows that take it out. It longs for real happiness that won't need to apologize for bubbling over when there is something to laugh at. It craves the man of strength and culture that can enter into the frolics of childhood and show by enjoyment that he was not just playing a part. It longs for the touch of honest sympathy that comforts without pitying. Such characters change life's perspective and get young people to see that there is joy in life without going to the devil to get it. And if there is anyone who should be happy it is he who has lived well.

Automatic Electro Plating.

A machine that automatically electroplates 100,000 doorknobs or other metal parts a day is described by the Scientific American. It consists of a series of tanks arranged in an oval 50 feet long, over which passes an endless chain from which rods carrying racks are suspended. The racks are filled with the objects to be plated, and these are dipped successively into the tanks containing the solutions to be used. The average time required for the complete process is one hour.

Concerning the Tussock Moth.

The New York state college of forestry at Syracuse has recently sent out a circular letter to chambers of commerce throughout the state warning against the ravages of the tussock moth, which bid fair to be severe on shade trees during the next growing season. The egg masses, which are white and conspicuous, may be seen readily at the present time on the bank of elms particularly, and these may be collected and destroyed or daubed with creosote so that they will not hatch. The college in its letter has suggested that local shade tree or park commissions take the matter of destroying the egg masses in hand at once and push it vigorously.

Opinion in Berlin is being revised about that contemptible little British army. It is now being looked on, if not officially, yet positively, with considerable wholesome, not to say characteristic respect.

A Widow's Birdshot

By C. B. Lewis

(Copyright, 1917, by the McClure Newspaper Syndicate.)

One summer's afternoon a woman sat at a country crossroads. She had been there about fifteen minutes. Had she been a man there is no telling what she would have said, but being a woman, and a widow at that, she had to be content with saying:

"Drat such a neighborhood to goshen!"

Half a mile away on the lowland was a farmer's wife chasing a goose, while on the left hand, looking over the roadside fence with one eye half closed, was an old lame horse. The farmer's wife and the goose were too far away. But the widow was shaking her face at the horse and getting ready to tell him what she thought of a crossroads without a guidepost when a man driving a horse and buggy appeared half a mile down the Hillsdale road.

It was Hezekiak, widower, and he was in no hurry to get married again. Neither was his aged equine in a hurry. To prove that he wasn't, he stopped every two or three minutes to see if he could reach a horsefly. These sudden stoppings threatened to send the driver over the dashboard, but they did not break the tune he was whistling.

Nearer and nearer the crossroads came Hezekiak with his ancient rig as the widow watched him, and while he was twenty rods away, she muttered:

"He looks like a half fool, but maybe he knows enough to answer a plain question."

"Whoa!" exclaimed Hezekiak, as he came opposite. "Are you waiting here for anybody?"

"I should think I was!" snapped the widow. "I have been waiting about two hours for some one to come along and tell me in the name of old Aunt Hanner why there isn't a guidepost at these crossroads."

"Madam, my name is Hezekiak Williams," said the man as he approached her horse and brought his hand down upon his neck with a vigorous swat and killed a horsefly.

"And mine is Sarah Blackwell, but what has that got to do with it?"

"Well, madam, I am a widower, you see."

"And I am a widow, but that isn't answering my question as to why there isn't a guidepost here to direct strangers. It seems to be the most shiftless county in the state."

"The county is all right," he smiled. "I have been living here more than twenty years, and I vow I have nailed a new guidepost up here every year."

"But what has become of them?" was her irritable demand. "Are you going to tell me that this horse looking over the fence has eaten them up as fast as planted?"

"No, ma'am, I ain't. They are pulled up by the roots whenever a young man around here gets hilarious and goes buggy riding with his girl. If there was a guidepost here, which we both can see there ain't, what town would you look for?"

"Why, Berea, of course."

"Oh, Lord, woman, Berea has been in front of your nose and only three miles away all the time you have been sitting here. So you are going to Berea, eh? I have lived there myself since it was a town of four hundred people, and if you follow me you won't lose your way. I heard the other day that a woman from Ryefield was thinking of buying the Clixton place. It don't happen by any chance that you are the woman?"

"Yes, it happens by a good many chances that I am. I have bought the place and am now on my way over for it."

"Shoo! That's right next door to me, and I am glad of it."

It is needless to say that in due time both safely arrived in Berea, and while the widow went about closing the transaction, and making ready to move over from Ryefield the following week, Hezekiak turned his old horse into the pasture and went in to supper to astonish his housekeeper by saying:

"Well, Betsy, I have seen my second wife this afternoon."

"Was that the woman driving the buggy behind yours as you came along?"

"That's the one. How did you like her looks?"

"I don't know whether she will ever be your second wife or not. I don't think it will be for you to have all the say about it."

When the widow arrived next week with her household effects, she found Hezekiak had done something for her which he had never done for himself. He had mowed the grass in the front yard, cut down all the weeds and burdocks and thereby made a great improvement around the place. He was also on hand when the goods arrived to help unload and carry them in.

When the widow arrived she was very much pleased, and said:

"Why, Mr. Williams, you certainly must be a good man."

"But you see, you are a widder, Mrs. Blackwell, and widders have a hard time of it."

It was after three or four weeks during which time Hezekiak had continued to play the part of a good Samaritan, that he sat down on the rail fence at the back of his garden and had a muse with himself:

"Darn fine woman; darn fine!" he began.

"Up with the lark in the morning, and working like a beaver all day.

"Makes the best hot biscuits and custard pie of any woman in Stone county."

The widower pulled a sliver from the rail and chewed at it for a while and then continued:

"Hezekiak, you want a wife. You are a slow old poke and you want some one to hustle you up. You haven't made a dollar in five years and you won't in the next five unless somebody gets you out of bed before the dew is off the grass.

"I can't say that I am so madly in love with the Widow Blackwell as to want to jump over a precipice for her sake, providing there was a precipice within fifty miles of here, nor to drown myself in a lake, providing there was anything bigger than a duck-pond within a day's walk of Berea.

"I like and admire her mighty dang well, however, and if I can get her feeling the same way toward me love will come, and so will matrimony. Hezekiak, you have got to do a little conspiring."

Hezekiak kept up this thinking for a long week and then finally got a plot. He went over to the widow one morning and asked: "Widow Blackwell, did you hear any strange noises around last night?"

"No, I don't think I did," was the reply.

"Some one was sure sneaking around our place last night," he continued. "I have found my spade and hoe gone this morning. Have you missed any of your tools?"

"Why, no. But let me see? Yes, the ax and the long-handled shovel are gone. There surely must have been a thief around here last night."

"I not only heard him, but I saw him," said Hezekiak in very solemn tones. "From the back door I saw him jump the garden fence, but I didn't yell at him for fear of arousing you."

"My stars! How dare a thief come around here?"

"Widow, there are more thieves around Berea than any other town in the state—and far worse than thieves."

"What do you mean?" she gasped.

"I mean robbers—burglars! I might as well tell you the honest truth. It is dangerous for a widow to live alone in this town. I should have told you so the day we first met, but you had bought the place and it was no use to say anything to skeer you. And so I figured that I could take care of us both. I have been doing that right along, but last night they got the better of me."

"Mr. Williams," said the widow in anxious tones, "do you mean to tell me that I am in danger of robbers and burglars?"

"Not with me around," he replied, "unless I sleep sounder than you do I shall be up and down a dozen times through the night, and the next fellow that appears will find me and my gun handy. If you have reason to believe that some unlung villain is prowling around don't take the chances of going to a door or a window. You can be sure that Hezekiak Williams is on deck looking out for the unprotected."

The Widow Blackwell bought fifty chickens and half of them were stolen within a month. She bought a pig, and but for its own sharp squeals it would have been lifted from the pen and carried off. On several nights after midnight her cow was milked dry by the marauder. Some one stole her washtub and boiler and even carried off the family mop from the woodshed.

There was a secret which the widow had not confided to Hezekiak, and that was that she also was the owner of a shotgun left her by her late lamented. When the thefts continued and Hezekiak failed to bring down any game, she loaded that gun with fine birdshot and for three nights running she sat by her bedroom window with the deadly weapon across her knees. On the third night she saw a man moving about her grounds, and without giving any warning she aimed in his direction and pulled the trigger.

The report of the gun was quelled by yells, which she recognized as the private property of Hezekiak Williams. Two minutes later she was kneeling beside him. He was not dead but his plot was. He had conspired with himself to make her believe that a husband was badly needed around her house for her protection. He owned up to it like a man, and after taking the matter under consideration for a few months, or until the last of the bird shot had worked its way out of his anatomy, she said to him one evening:

"Well, Hezekiak, I was not plotting to get a husband, but I am not that mean to fill a man with birdshot and then refuse to marry him."

Ridiculous.

Lucile saw the circus for the first time and sat through the performance as primly as if at church.

"What was the matter?" her uncle asked the little lady later.

"Why, the clowns," she explained. "I could hardly keep from laughing at them."—Everybody's.

Between Girls.

Connie—I shall not marry a man unless he is my exact opposite.

Cissie—You will never find so perfect a being as that.

So long as its citizens remain constant to the ideal for which the founders and their enlightened successors labored, the United States will endure respected and altogether worthy of respect. If a day should come when the mission and purpose of the United States were subordinated, through hereditary attachment, blood sympathy or intellectual admiration, to the interests of a foreign nation, the progress we have made and the fair possibilities of our future would be destroyed and wrecked.

Children Cry

FOR FLETCHER'S

CASTORIA

PLEASURE OF BEING NEEDED

To Know You Can Lend Assistance to Some One Greatly Lessens the Strain of Discontent.

"I'm really worried about Miss Eustacia," Mrs. Jessup declared. "Of course everyone knows that it was hard for her to lose her savings and go into the home, but the home's pleasant, and she has a big room all to herself; and we are always sending her things or inviting her round to tea to show that she isn't left out; yet she goes round with a face as long as my arm, and the tears come into her eyes if you look at her. Really, I'm almost out of patience. I wouldn't have believed it of Miss Eustacia."

Mrs. Crane looked out into the yard. She was a plump little woman with tender, luminous brown eyes that had a way of seeing far into the heart at times.

"What pretty little tea parties Miss 'Stacia used to give," she said musingly. "She made a different 'feel' about them somehow."

"I know it," Mrs. Jessup agreed. "I don't know exactly why, unless because she was so happy over them herself that she made everyone else feel the same way."

"And how many summers was it that she took to her home a little fresh-air girl?" asked Mrs. Crane, with an air of innocent reminiscence. "Last time it was a mother and a sick baby, wasn't it?"

"I guess it must be full as much as fifteen. I hadn't thought of that before, but I suppose she does miss that!"

Mrs. Crane's soft eyes shone with sudden passion.

"Miss them? Things like that—giving things—were her life, Ellen Jessup! Do you suppose that being invited to tea and having flowers carried to her are going to make up to Miss 'Stacia for having nothing to give?"

"But—she hasn't anything we want!" Mrs. Jessup said bewilderdly.

"Exactly. That's what's breaking her heart."

"But you can't make yourself want things when you don't," Mrs. Jessup argued.

"I suppose not," Mrs. Crane said with a sigh. "Well, I must be going along. Run over soon, Ellen."

At the turn of the road Mrs. Crane met Lauretta King. The girl nodded with sullen brows. Mrs. Crane stopped.

"What's the matter, Lauretta?" she asked.

"Matter? I want Miss Eustacia, that's what's the matter. I used to run in every day or two when things were hard at home, and she'd help me through, but now—"

"Have you told her so?" Mrs. Crane asked quickly. "Oh, Lauretta, have you?"

"Told her? I haven't been up there. She'll be too busy with all those people."

Mrs. Crane even gave her a push. "Go, Lauretta; go this minute. She's been eating her heart because no one needed her. And tell her that I'm coming tomorrow. I want her—just her—to help me do a dozen things. Hurry, Lauretta!"

But Lauretta was already gone.—Youth's Companion.

An Aviator's Farewell.

Monsignor de Gibergues, bishop of Valence, has lost his seventh nephew in the war—M. Antheline de Gibergues, amongst whose papers was found the following moving letter of farewell addressed to his parents:

"If one day, with wings broken in the blue heavens, I fall to the earth and return to God, may these lines carry to my father and mother the last thoughts, desires and dreams of the son they loved so tenderly. As my body nears the earth, my soul will soar to unknown heights, and the separation will be victory. It will be a full-hearted 'Magnificent;' adoring prayer of expiation for what I have left undone rather than for what I have done. And lastly it will be a suppliant cry which cannot but be heard for everlasting life, for strength and comfort for those I leave behind, and for mercy and glory for beloved France, the coming of the Kingdom of God."

His Waterloo.

"There is a fellow they call the 'Miracle Man.'"

"Why?"

"Because they say he can do anything."

"I'll bet there's one thing he can't do."

"What's that?"

"I'll bet he can't convince a woman that she snores in her sleep."

Not Satisfactory.

"What did she say when you kissed her?"

"Told me to come around Fridays hereafter, as that was amateurs' night."—Judge.

In the Right Place.

"You seem at home here," remarked a man at the post office to the postmaster.

"Yes," replied the latter, "this is my stamping ground."

Contrary Evidence.

"The greater cannot go into the less."

"So they say. But how is it on these blowy days that half the dust in the world gets into my eyes?"

Easy to Remedy.

He—How shabby those boats look.

She—Why should boats be shabby? I've often heard my brother talk about the painters they had on board.

Germany has shut off shipments of coal to Holland and, paradoxical as it may seem, that action has made the Hollanders hot.

Perhaps it is reasoned that the high price of shoes will make us so careful of them that we shall be afraid to kick.

FIRST WHITE BOY

Youth Accompanied Columbus' Expedition in 1492.

Detailed at Helm While Superiors Slept, Youngster Was Blamed for Wreck of Santa Maria.

Many phases of the life of Columbus offer mysteries that the historians have never been able to clear away, and one student of the life of the great explorer has come across an incidental mystery that has an appealing interest. It relates to a boy, who accompanied the expedition of 1492—the only boy among its members, and consequently the first white boy to set foot in America.

The contemporary accounts of the first expedition of Columbus mention the boy in question only once and that briefly. They indicate that he was the only boy in the expedition and they place on his young shoulders the blame for the great catastrophe that befell when the Santa Maria was wrecked on the coast of Hayti. To be sure the story of the wreck shows that the boy was less to blame than his elders, but it was easy enough to make him the scapegoat. It was the night before Christmas, 1492, ten weeks after the discovery of the land, and Columbus was pushing his search for gold among the West Indies. The flagship, the Santa Maria, was skirting the coast of Hayti, and late at night, as the wind was light and the ship barely moving, Columbus went to his cabin for rest. He passed the helm over to the captain. He, too, soon felt the need of sleep and went below. His successor at the tiller was a sailor and he shortly followed the example of the admiral and the master. Before he went he awakened the lad in question and told him to mind the helm.

The boy did not go to sleep. He was doubtless a live lad and he felt the importance of being trusted to steer the ship. But he was in strange waters and the currents were treacherous near that coast, says an exchange. The ship struck a reef. The admiral and crew rushed on deck in terror. Of course they blamed the boy. That was the way of the world before 1492 and the fashion has never changed.

That was the end of the Santa Maria. The crew reached the shore in safety and made a fort from the timbers of the wreck. In that fort, which they called La Navidad in honor of the day, about forty of the crew remained while their companions went home to Spain on the Pinta and the Nina. One historian mentions a tradition that the boy remained with this number, but it is only a tradition. The fate of the forty is a mystery, for when the second expedition of Columbus reached that island a year later there were only a few charred timbers, and bones to be found. Perhaps the boy perished there. His name has not even come down to us, but the brief glimpse that we have of him is a fascinating one. There is something to stimulate the imagination in that fleeting picture of the boy who stuck to his post while his superiors slept.

Concealed Weapons.

"Did you hear? The Crosbys were so generous as to give their sedan to the Red Cross. I wonder what was the matter with it."

"My dear, you do knit bee-utifully, but what is it?"

"The major looks so formidable in his uniform, doesn't he? Too bad, the poor man never wore it at home."

"Here comes Miss Veriplain in her red-white-and-blue hat. Who would have thought anything could become her so well!"

"You will go from house to house canvassing for the Liberty loan, Miss Stout. My dear, you have the right idea."

"You put down 20 quarts of beans? Splendid! Splendid! I do so hope they'll keep for you this time."

"The Red Cross is to be congratulated, my dear, in securing the services of a woman of your years and long experience."—Edmund J. Kiefer in Life.

Overcoming Camouflage.

An American physicist believes that the advantages of camouflage—or at least certain kinds of camouflage—can be overcome by an opposing army by providing its airmen and other scouts with colored glasses or screens of contrasting colors to use with field glasses, notes Popular Mechanics Magazine. When the colors of these screens are properly selected, uniforms and other objects may be made to appear in contrast, instead of in harmony, with their surroundings, he claims. Camouflage as practiced in many cases is accomplished largely by the use of paint, objects being given shades, that blend with the landscape. In spite of certain difficulties that would arise, it is believed that such efforts at concealment could be rendered quite ineffectual by the means stated.

Should Eat Mushrooms.

Wild mushrooms are a food that should be more largely utilized in this country now that food is scarce, according to William A. Murrill, assistant director of the New York botanical gardens, who thinks the people should be taught how to distinguish the poisonous from the wholesome varieties. Wild mushrooms are eaten in this country almost exclusively by the foreign-born population.

Even the torrid weather cannot abate the enthusiasm nor check the activity of the army of woman workers who have voluntarily enlisted to aid the government in its campaign for the prevention of waste, and who, so long as there is an ounce of perishable food in sight will preserve and pickle and dry.

PRIME MINISTER'S DAY OFF.

Lloyd George Has Been Known to Dig Out a Badger Just as a Holiday Pastime.

The picturesque account which has been given of the prime minister's agricultural activities on the Sussex farm on the occasion of his recent vacation is probably suggestive only of the versatility displayed by him in the matter of holiday making.

Mr. Lloyd George has been even known to dig out a badger, says London Tit-Bits. In the vestibule of his official residence may be seen a magnificent stuffed specimen which he helped to bring to the surface some years ago on Lord Cowdray's estates in the same county.

It is doubtful, indeed, whether, except in the matter of arboriculture pursuits, the present prime minister has derived a precedent from any of his predecessors. The nearest approach, perhaps, is Mr. Balfour, who goes in for farming at his Scottish home at Whittingehame, where some splendid cattle have been turned out.

The late Lord Salisbury found his principal source of recreation away from the cares of office in his laboratory at Hatfield house, where he followed the peculiar bent of his family in scientific and electrical pursuits.

Sir Henry Campbell-Bannerman, who was an omnivorous reader, was never so happy as when staying at his beloved Dover; Mr. Asquith is credited with a passion for novel reading; Lord Rosebery, whose literary tastes are well known, spends most of his time between Mentmore and his Scottish seat; while Mr. Gladstone, when not at Dollis hill, enjoyed a sea trip or a sojourn at some east coast resort.

GREAT CANAL IS PLANNED

Forth and Clyde Waterway Has Been Under Consideration by British for Several Years.

There has been vaguely before the public for some years a great scheme—the Forth and Clyde canal—writes a correspondent of the London Times. Germany did not declare war until the Kiel canal was completed. There can be no question that if—during these last three years—we had been able to move ships quickly and safely from one side of Scotland to the other it would have been to our benefit. That benefit will always obtain, but I am not now talking of mere transit, but of new town planning possibilities—a calculated incentive to expansion for those who wish to live under the most modern conditions, unhampered by what we now consider the mistakes of the past.

Seven years ago the government was given powers to make a road where it pleased and acquire the land on either side of it for development. Let them now consider taking their courage in both hands and themselves driving across Scotland a canal for ocean-going ships. Along its banks there would arise during its construction roads and rails and power stations, together with the houses of the men making all these. Later would follow the factories, and we should eventually have a ideal state garden city, seaport, manufacturing, residential, up-to-date and uncongestible. It would be a governmental experiment in spreading the people for their advantage.

Submarine's Lifeboat.

For a long time attempts have been made to evolve some sensible scheme for permitting a crew to escape when a submarine sinks, gets ensnared in a net, or for some reason becomes unmanageable while under water. An invention that has lately been protected by patents is described in Popular Mechanics. It is a lifeboat and, in reality, a small auxiliary submarine that normally is held in a concave seat constructed in the top part of the large craft. Water-tight hatchways are provided in each of the vessels, so that access from one to the other of them is possible. It is intended to offer a safe retreat for some thirty persons. Electric and gasoline motors would propel it and give it a radius of action estimated at about 500 miles. In the event of accident, members of the crew would enter the lifeboat, close the hatchways, free the small craft by unscrewing two large bolts that anchor it to the larger one, and rise to the surface.

She Obeyed Orders.

Some time ago, before we all got so dreadfully economical, a mistress told her new Scandinavian kitchen girl never to leave in the refrigerator anything old or left over, but to keep it clean and fresh by throwing away the old things every morning.

On the day following, the mistress happened to look out of the window and she noticed something peculiar in the yard. Calling Hulda she asked: "What is that and how did it get there?"

"That's the old ice, ma'am, left over from yesterday," answered Hilda. "I threw it away lak you tol' me."—Boston Transcript.

A British expert says that the United States will be the deciding factor in the air in defeating Germany. It has been a favorite American maxim that there is always room at the top, and here is a brilliant chance to prove it.

The theory that England and France lured Uncle Sam into the war with the intention of hanging back and letting him do the fighting is not getting much support from people who are keeping track of General Haig.

That British officer who climbed over the top and shouted out to German snipers what he thought of them for firing on the Red Cross flag probably got more satisfaction out of it than had he killed them.

FOOD CONSERVATION PROGRAMME PLANNED

People of State Are Urged to Observe Schedule and Aid Movement to Help Feed the Soldiers Abroad—Eat Only Where the Food Emblem is Shown—Dealers Asked to Sell Flour and Sugar in Small Quantities.

Food Administrator Alfred M. Coats has called upon all patriotic persons in Rhode Island to observe faithfully the suggestions for food conservation laid down in the daily schedule, and by their savings, help feed the soldiers and civil population of the European nations allied with the United States in the prosecution of the war for the freedom of the world. This food schedule follows:

SUNDAY—One meatless meal and one wheatless meal.

MONDAY—One meatless meal and one wheatless meal.

TUESDAY—MEATLESS DAY. No meat whatever and one wheatless meal.

WEDNESDAY —WHEATLESS DAY. No wheat whatever and one meatless meal.

THURSDAY—WHEATLESS DAY. No wheat whatever and one meatless meal.

FRIDAY—One meatless meal and one wheatless meal.

SATURDAY — PORKLESS DAY. No pork whatever, one meatless, one wheatless meal.

A great many persons have asked Mr. Coats to give clear definitions of "meatless" and "wheatless", and in response to these questions, the words are to be considered as meaning:

"Meatless"—No fresh meat such as beef, pork, mutton, veal and lamb; and no preserved meats such as dried beef, bacon, ham or lard, the latter made from meat.

"Wheatless"—No wheat in any form, including bread, rolls, cake, pastry or crackers, which are made of wheat flour, and no macaroni or spaghetti; and no wheat cereals.

"Follow the Emblem"

"There are 108,000 patriotic persons in Rhode Island," says Mr. Coats, "who have signed the food pledge, promising to do as much as they can to conserve food in the manner suggested by the Food Administrator. Strict observance of the schedule as announced will save great quantities of food needed by the soldiers, in Rhode Island alone, and every State in the Union is working for the same cause in the same method.

"Throughout the State are hundreds of public eating places, all of which have been asked to sign the same pledge, and to observe the daily schedule. Some of these establishments do not see the reason for observing the suggestions, and in that they are not doing their duty as patriotic citizens should.

"I strongly urge persons to eat only in those public eating places which have signed the pledge and which display in a prominent manner the official food emblem.

"Any restaurant or other eating place in the State of Rhode Island which has not signed the pledge may do so at any time by applying to the Food Administration, State House, Providence, for a pledge card. It is never too late to do your duty, and unless those who have signed the pledge themselves use their influence to bring others into line, the full benefit of the schedule cannot be secured.

"Reports received from the Special Agents of the Food Administration, who are now watching conditions in every city and town and large village in the State, indicate that there is a most general observance of the daily schedule and that everywhere there is a marked willingness to help the Government."

Distribution of Food.

The retail dealers in food in all sections of the State have been asked by the Food Administration not to sell more than one sack of white flour, containing 24½ pounds, to a family during any one week, and not to sell more than two pounds of sugar in any one week to any one family. These regulations are designed to make the distribution of these commodities as equitable as possible.

It has been found by careful observation that individuals are frequently tempted to purchase more foodstuffs than they actually require for their immediate needs. This results in hoarding in the home, and more than any other thing, causes the shortages in the retail stores of the State.

Special Agents of the Food Administration will call upon every retailer in the State from time to time, and ascertain the prices for which articles are being sold. These will be carefully studied at the office and compared with the reports made by wholesalers to see that no unfair profit is being taken.

Under the food control law passed by Congress and the proclamations issued by President Wilson, only normal profits will be allowed and stores which are licensed are subject to the revocation of the license if there is any violation. Stores and dealers not required to be licensed may be refused permission to purchase food from any licensed wholesaler, if unreasonable profits are exacted from the public. The Administration seeks to distribute food fairly and at a reasonable profit and beyond that does not desire to interfere with business.

The department of agriculture says the cabbage crop is in excess of 600,000 tons. Evidently the cabbage raisers were no slackers.

In a Teutonic advance there always seems to be "Just One More River to Cross."

You Can Help Others.

Good will and cheerfulness and stanch loyalty to the right, help without our ever knowing it. For when the heart is full of happiness it cannot be concealed any more than the fragrance of a flower, and kindness manifests itself as certainly as the warmth of a fire. Without trying to do so, without being conscious that we are of service, we help others by what we are.

Explanation of Biblical Phrase.

In Mark 14:3 the woman who brought "the alabaster box of ointment of spikenard" is said to "break the box" before pouring out the ointment. This probably only means "breaking the seal" which kept the essence of the perfume from evaporating.

From State War Thrift Committee.

State District 5, of which Newport is a part, is scheduled to take $920,660 worth of the Rhode Island total of $12,630,100 in War Savings and Thrift Stamps during the coming year, according to an announcement by State Director Theodore Francis Green.

The allotments for the six towns, which, in addition to Newport, make up the district, are as follows:—Jamestown, $25,700; Little Compton, $28,760; Middletown, $39,360; New Shoreham, $26,080; Portsmouth, $64,520; Tiverton, $99,880.

H. A. Titus of Newport, who has been appointed District Director, is completing plans for the sale of the stamps in business houses and stores as well as in the banks and Post Offices, and expects that the district's allotment will be met well within the year allowed. Until February 1, War Savings Stamps will sell for $4.12 each. After that they increase one cent a month. Thrift Stamps are 25 cents apiece at all times.

The apportionment for the State, by cities and towns, is as follows:—

District 1—Barrington, $72,500; Bristol, $195,560; Warren, $170,400.

District 2—Burrillville, $180,900; Glocester, $27,300; Smithfield, $64,180.

District 3—Cranston, $535,460; Foster, $22,800; Johnston, $122,740; Scituate, $72,300.

District 4—Coventry, $125,260; East Greenwich, $77,820; Warwick, $279,800; West Warwick, $330,340; West Greenwich, $7,800

District 5—Jamestown, $25,700; Little Compton, $28,760; Middletown, $39,360; New Shoreham, $26,080; Newport, $636,360; Portsmouth, $64,520; Tiverton, $99,880.

District 6—Central Fall, $523,860; Cumberland (except Manville) $110,060; Lincoln, $210,180; Pawtucket, $1,217,580.

District 7—Providence, $5,217,060; East Providence, $371,100; North Providence, $143,440.

District 8—Narragansett, $23,860; North Kingstown, $85,940; South Kingstown, 118,620.

District 9—Charlestown, $25,640; Hopkinton, $46,460; Richmond, $38,520; Exeter, $16,100.

District 10—Cumberland (including Manville), $110,060; North Smithfield, $57,200; Woonsocket, $910,180.

District 11—Westerly, $203,420.

Tax-tangled Treasury.

The first session of the Sixty-fifth Congress adjourned October 6. Among its last acts was the passage of the revenue law. The second session of the Sixty-fifth Congress assembled December 3, and among the first bills of which notice was given were several to amend the revenue law. It is probable that never before has a measure of so much importance been so speedily found faulty as this. The treasury department, even with the employment of a board of highly talented advisors, is unable to say how it shall be administered. No two actuaries or accountants of any sort can agree as to how the profits-tax shall be reckoned for any industry. If the law stands as it was originally enacted, it will be a long time before the courts have finally cleared their dockets of the litigation which will develop under its terms. The law was of administrative origin, and whatever it contains that is clear or productive was put there by Republican insistence and in the face of administrative opposition. It may be remidied by administration hands—but we doubt it. The next election, however, should give us a Congress which can take care of the situation.

Lime Need for R. I. Soils.

Inasmuch as freight is expected to be very congested this coming spring, it now seems to be the correct time to order lime and fertilizers for the coming year.

Lime is essential in practically all Rhode Island soils and there is much need of it in nearly all the soils of this County. It is used for plant food by some plants, but is beneficial to nearly all plants as it liberates food tied up in a form that the plant can not use. One of the best times to apply it is at the time of seeding grass land and all farmers are urged to use some this spring when they seed. It can be obtained very reasonably in carload lots.

Already two carloads have been ordered by the farmers of the Aquidneck Dairymens' Association.

Now is the time to get in touch with the Farm Bureau, find where you can get it and have it ready for early application this coming year.

ADMINISTRATION NOTICE.

Newport, December 22d, 1917.

THE UNDERSIGNED hereby gives notice that he has been appointed by the Probate Court of the City of Newport, Administrator of the estate of

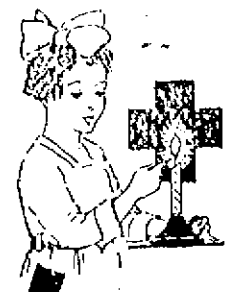
MARY NIUKAS

late of Newport, deceased, and has given bond according to law.

All persons having claims against said estate are hereby notified to file the same in the office of the undersigned within six months from the date of this advertisement hereof.

NELSON H. BARNES.

12-29-3



Does Civilization and the Spirit of Christmas Yet Live—

If it does, 44,000 candles, in 44,000 Rhode Island homes, rich and poor alike, will be most solemnly lighted at 7:30 on Christmas eve by the youngest member of the family present—and before its mellow glow, to shine out on all the world like the Star, will be placed that symbol of Service and Humanity—the Red Cross.

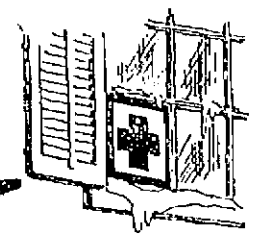
Have You Joined the American Red Cross?

No one need ask what the Red Cross has done NOW. No one need hesitate at a membership costing but a DOLLAR. No one can stop when they remember who's on the firing line TO-DAY.

So enroll NOW. Prove the answer of this question to yourself and your fellow-men—help the work of mercy—preserve the spirit of Christmas.

A Red Cross window transparency to every member enrolled.

America, to your loyal borders
From Porto Rico to Snowy Nome,
Let a Red Cross Candle in every window
Mean a Red Cross Member in every home.



Now for the "Drive for Santa Claus"

You have hardly dared look him in the face yet, so great have been the demands on you for the boys over there and over here. You have responded bravely, heroically to every call, and have easily earned the privilege of being selfish enough these next two weeks to think just a little bit about yourselves.

Xmas is nearly here. Now let us get together and make such a drive for Santa Claus as will push him over the top Xmas night in a way he will never forget.

A Wonderful Showing of Christmas Gifts

TRENCH and CAMP THINGS

Collapsible Basins	1.00
Smoking Outfits	1.25
Companion Sets	1.25
Camp Slippers	1.00
Heart Shields	1.00
Komfort Kits	3.50

FOR WOMEN WORKERS

Celluloid Skirt Hangers	.25
Silver Cleaning Bags	.75
Sewing Bags on Stands	2.50
Traveling or Boudoir Slippers in satin or soft kid	1.50 and 2.00
Knitting Stands	4.00

KIDDIES' THINGS

Kiddie Kars	1.15
Talking Dolls	1.00
Komic Dolls	1.10
Dolls' Tea Sets	2.00
Large Blackboards	2.00
Desks with Chair	4.00
Tool Chests	3.75
Dolls' Beds	3.50
Dolls' Carriages	3.75
Big Rock Horses	6.00
Baby Yards	4.00
High Chairs	2.25
Billiard Tables	3.00
Big Automobiles	7.50

CUT GLASS

Beautiful Bon Bons	1.90
Mayonnaise Sets	1.50
Water Sets	4.50
Fruit Bowls	4.00
Sugar and Cream Sets	4.00
Celery Trays	4.00

KOREAN BRASS

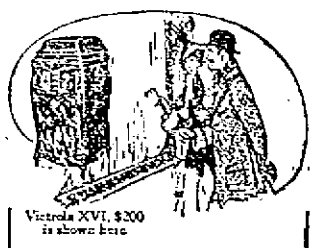
Beautifully Engraved Trays, Bowls, Boxes—useful and highly ornamental for .65

JAPANESE LACQUERS

Smoking Stands	3.50
Lamps with shade to match	13.00
Tea Tables Nested	30.00
Screens	5.50

"THE BIG GIFT SHOP"

A. C. TITUS CO. 225-229 Thames St., Newport, R. I.



Victrola XVI, $200 is shown here

Call, write or 'phone —today— about that Victrola for Christmas

The one way to be absolutely sure of having your Victrola by Christmas Eve is to place your order early. The demand for Victrolas during the Holidays always far exceeds the supply, and you won't want to be among the disappointed. Get in touch with us today—and arrange to make your Christmas merry with the melody of the Victrola.

Victrolas $15, $25, $40, $50, $75, $100, $150, $200, $300.

BARNEY'S MUSIC STORE

Enroll me as a Member of AMERICAN RED CROSS

Name .....

Street and No. .....

City .....

State .....

WRITE PLAINLY

MAIL WITH $1.00 to Red Cross Xmas Membership Campaign, Butler Exchange, Providence.

Button, Flag and Certificate will be mailed you.

EVERY ARTICLE SOLD IS MADE ON THE PREMISES

SIMON KOSCHNY

Manufacturing Confectioner

232 Thames Street — Branch, 16 Broadway

NEWPORT, R. I.

CHOCOLATES A SPECIALTY — MARZIPAN CONFECT.

All Chocolate Goods are made of Walter Baker Chocolate Covering

FOREIGN AND DOMESTIC CAKES A SPECIALTY

INDIVIDUAL ICES AND SHERBETS

All Orders Promptly Attended to — CHOICE CANDIES MADE DAILY — All Goods are Pure Absolutely

TELEPHONE CONNECTION

National Exchange Bank, Newport, R. I.

The annual meeting of the Stockholders of this Bank will be held on Tuesday, January 8, 1918, at 4 o'clock p. m., for the election of Directors and for the transaction of any other business that may legally come before the meeting.

GEORGE H. PROUD, Cashier.

Newport, R. I., December 11, 1917.

State of Rhode Island and Providence Plantations

Probate Court of the City of Newport.

At a session of said Court holden at Newport in and for said City of Newport on the seventeenth day of December in the year of our Lord one thousand nine hundred and seventeen at ten o'clock in the forenoon.

ON THE PETITION of Florence Critley of said Newport, in said State, praying that his name may be changed to that of Lawrence Critley, it appearing that the reasons given therefor are sufficient and consistent with the public interest, and being satisfactory to the Court, and no objection being made.

IT IS DECREED that his name be changed as prayed for, to that of Lawrence Critley, which name he shall hereafter bear, and which shall be his legal name, and that by such name he shall be entitled to all the rights and privileges and be subject to all the duties and liabilities he would have been subject to had his name not been changed, and that he give public notice of said change by publishing this decree once in each week, for three successive weeks in the Newport Mercury, a newspaper published in said Newport and make return to this Court under oath that such notice has been given.

Entered as decree by order of the Court.

DUNCAN A. HAZARD, Clerk.

A true copy. Attest: DUNCAN A. HAZARD, Clerk.

Newport, December 22nd, 1917-3w.

THE

T. Mumford Seabury CO

WINTER SHOES

Medium and Heavy Weight Shoes in appropriate styles for men, women and children.

RUBBER Footwear

of every kind in all sizes

MEN'S HEAVY WORK SHOES

Black or Tan Grain

SPECIAL---$4.00 a pair

HEADQUARTERS for MILITARY FOOTWEAR

The T. Mumford Seabury Co.

214 Thames Street.

Tel. 787

WE STILL SELL

Garden Seeds

OF ALL KINDS,

FLOUR, GRAIN, ETC.

Mackenzie & Winslow

[INCORPORATED]

162 Broadway Newport.

Formerly Occupied By H. L. Marsh & Co.

NOTICE

The Annual Meeting of the Stockholders of the Newport National Bank will be held on January 8, 1918, at 3 o'clock, for the election of directors and the transaction of such business as may legally come before it.

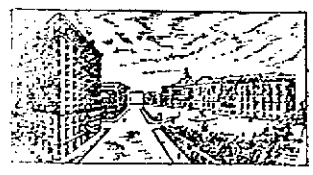
HENRY C. STEVENS, Jr., Secretary.

12-15

Commonwealth Hotel

(Incorporated)

Opposite State House, BOSTON, MASS.



Offers rooms with hot and cold water for $1.00 per day; which includes free use of public shower baths. Nothing to equal this in New England. Rooms with private bath for $1.50 per day; suites of two rooms and bath for $4.00 per day.

ABSOLUTELY FIREPROOF

TEMPERANCE HOUSE

Send for Booklet

STORER F. CRAFTS, Genr. Mgr.

Newport & Providence Street Ry Co.

SEPTEMBER 16, 1917

Cars Leave Washington Square for Providence

WEEK DAYS 7.40, 8.50 a. m., then each hour to 5.50 p. m.

SUNDAYS 8.50 a. m., then each hour to 7.50 p. m.